



## MEMORANDUM

Date: May 5, 2015  
To: City of Rochester  
From: Hoisington Koegler Group Inc.  
Kimley-Horn and Associates Inc.  
Nelson Nygaard Consulting Associates  
Subject: Background Documents Summary Draft – Revised April 2015

The following memorandum summarizes various planning documents pertinent to the forthcoming Rochester Comprehensive Plan 2040. These report summaries include findings paraphrased or quoted directly from the original documents and do not necessarily reflect the opinions of the reviewers.

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## **Land Use Plan for the Rochester Urban Service Area – Amended January 2013**

### **Topics:**

Development Patterns, Land Use, Parks and Open Space, Transportation, Infrastructure

### **Author:**

City of Rochester Planning and Zoning Commission

### **Study Area:**

City of Rochester

### **Purpose:**

To establish policies that will guide land use development and decision making; to describe how and where growth should occur; and to promote the orderly, serviceable, compatible, and safe physical development of the city's urban service areas.

### **Content:**

- The plan's growth guidelines provide a general policy basis for the plan and address recommendations on growth patterns, locational criteria for various types of uses, requirements for public and private sector land development, and the protection of natural environmental systems.
- Chapter three of the plan addresses major area wide issues and includes recommendations for short and long-term policies to address these issues.
- The plan identifies eighteen neighborhoods in the city's urban service area, each neighborhood's existing land use, location criteria, applicable growth guidelines, and other influencing factors along with recommendations for planned land use.

### **Key Findings:**

#### ***Policies and recommendations***

- The plan highlights the shortage of affordable housing, an ongoing issue, with a growing share of residents facing housing burden (paying more than 30% of income for housing) from 2000 to 2010. The ability to provide an adequate supply of affordable housing bears on the attractiveness of the community to future workers and businesses.
- The concentration and segregation of affordable housing contributes to the income and racial segregation, which is ultimately a destabilizing force for the community. The City's diversity policy aims to ensure that Rochester is an inclusive community through, among other strategies, the integration and development of quality affordable housing.

#### ***Growth guidelines***

- Growth should occur in conjunction with services and follow the Multiple Growth Center Concept.

- Municipal service areas should be well defined and encourage /accommodate new development.
- Medium/high density residential should develop near job centers and public facilities/services.
- Industrial development should occur in existing industrial parks where public facilities exist or are already planned.
- Commercial development should be concentrated in growth centers, occur at a variety of scales that are appropriate to surrounding land uses. Strip commercial is prohibited.
- Growth patterns should integrate existing neighborhoods, agricultural lands, and significant environmental resources.
- Agricultural land and environmental resources should remain in agricultural use if outside the designated growth areas.
- Residential development in agricultural areas should be very low density, away from incompatible uses, in close proximity to urban service areas, and not on prime agricultural lands.
- Land with unique natural or recreational value should be preserved.

#### ***Public land development***

- Public facilities should develop consistent with the Multiple Growth Center Concept.
- A wide range of recreational resources should be provided, and where possible should occur near related public facilities and programs.
- Park land should be concentrated in floodplains, quarries, and environmentally significant areas.
- Historic and culturally significant sites should be acquired and preserved.

#### ***Private land development***

- Adopt regulations encouraging planned unit developments, cluster subdivisions, provisions for common open space, and subdivision innovation.
- Development should occur near existing/planned urban services and install associated infrastructure at the time of construction.
- Development that does not rely on urban services should make provisions for future lot splitting to accommodate future service.
- Older commercial areas, which have a high potential for commercial activity and are not realizing that potential because of design obsolescence, should be redeveloped.

#### ***Natural systems***

- Development in the 100-year flood plain should be regulated and limited to uses which are properly flood protected, do not have a detrimental effect on the floodway or channel, and are unharmed by flooding.

- Development should protect aquifers from pollution.
- Discourage development in areas with wetlands, exposed bedrock, high water tables, erosion prone soil, and soil with high/low permeability.
- Preserve public access to water-based recreation sites.
- Prohibit noticeable emissions of objectionable odors from industrial uses; curtail development in proximity to odor-producing activities.

***Major Area Wide Issues Address in the Land Use Plan***

- Mixed use in residential areas.
- Redevelopment/rehabilitation (i.e. identifying residential areas to convert from ldr to hdr, Single family to multi-family use).
- Strip development (prohibition of).
- Redevelopment of older commercial areas.
- Providing adequate space for industrial growth.
- Older industrial areas.
- Water and sewer facilities (need for well-development plans and policies for extension of water and sewer services into developing areas).
- Phasing of sanitary sewer and water lines.
- Parkland acquisition and recreational facilities.
  - Park Types: Playlot, Neighborhood Playground, Neighborhood Parks, Community Parks, Special Use Parks, and City Squares, Triangles, and Parkways.
- Preservation of environmentally significant areas.
- Air quality.
- Water quality and supply.
- Resource conservation.
- Floodplain development.
- Avoidance of hazards.
- Social environment.

## **Olmsted County General Land Use Plan – 2011**

### **Topics:**

Development Patterns, Land Use, Parks and Open Space, Transportation, Infrastructure

### **Author:**

Olmsted County Planning Advisory Commission

### **Study Area:**

Unincorporated area of Olmsted County

### **Purpose:**

The plan aims to identify areas of interest regarding the health, safety, and welfare of County residents; and provide guidance for day-to-day land use decision making.

### **Content:**

The key components of this plan define how the urban service areas, interim development, annexation, resource conservation areas, and suburban development areas impact Olmsted County. The plan defines urban service area and outlines its time horizon (25-50 year of growth), intent, and land use and development policies. It then outlines interim development requirements and describes the three allowed types and their associated time frames and locational criteria. The reason for orderly annexation agreements is defined, and the relationship to interim development and requirement for the eventual extension of urban services are explained in further detail.

The plan goes on to define a suburban development area, its land use and land development policies, and the identification process and requirements for resource protection areas and suburban development areas. It also includes a description of the Comprehensive Land Use Evaluation System (CLUES) model; a tool used by the county for identifying and evaluating potential areas for resource protection or suburban development.

### **Key Findings:**

#### ***Urban service areas:***

- **Definition:** lands around municipalities needed to accommodate the next 25-50 years of growth, these areas are identified using a list of criteria outlined in detail in the plan.
- Land use policies address identification criteria, development patterns, integration and compatibility of land uses, commercial and industrial development, and the provision of adequate land area.
- Development policies: Policies for urban service areas address efficient site design, infill development practices, public facilities planning, paying for infrastructure, traffic impacts, CIP process, livability, environmental concerns, historic preservation, partnerships, and compatibility of land uses.
- The plan also addresses the need for thoughtful interim development by classifying it into three categories; residential development, land-intensive non-residential development with

minimal infrastructure requirements, and other non-residential development. Locational criteria for interim development must consider urban services availability, development pattern, prime industrial land, and development suitability.

- Location criteria for urban service areas considers the availability/proximity of urban services like sewer and water, existing development's proximity to services, areas well suited to industrial/commercial use, and whether areas have limited impediments to development.
- Orderly annexation agreements should follow standards laid out in plan and occur concurrent with designation of urban service areas.

***Suburban development:***

- Definition: Suburban development area exist to provide a wider range of housing options for residents and consist of large lot residential development, and commercial/industrial development only where suitable sites have been identified by the plan.
- Suburban development is categorized into two types of areas, those areas that will undergo large lot development, and a larger resource protection area which may transition from its current use to suburban development in the future. The plan also provides for the location of neighborhood-serving businesses, provided they meet specific characteristics.
- Suburban development area policies address development patterns, efficient site design and use of land, infill development, paying for infrastructure, traffic impacts, CIP process, runoff control, historic preservation, and partnerships.
- The location criteria for Suburban Development Areas consider proximity to employment centers and infrastructure, suitability for residential development, limited suitability for resource oriented uses, orderly development pattern, environmental sensitivity, development limitation, land use compatibility, proximity to airport, and existing non-farm development.

***Resource protection areas: areas intended for resource related uses.***

- The land use policies generally seek to preserve agricultural land and limit residential, commercial, and industrial development to those areas where development will have limited impact on agricultural and other resource extraction operations. The policies also outline use specific criteria for each land use type which may permit development in a specific location.
- Development policies address level of public services, non-farm development density and impact, commercial and industrial proximity to residential development, and the protection of sensation natural areas.
- Areas are more likely to be included in a resource protection area if they have soil or aggregate resources, wind energy potential, existing major resource investments, large agricultural parcels/uses, or proximity to existing or planned public lands and facilities such as airports, utilities, or public natural resource areas.

## Comprehensive Housing Needs Assessment for Olmsted County – 2013

### Topic(s):

Housing Development

### Author:

Prepared by Maxfield Research  
Inc. for Olmsted County

### Study Area:

Sub-markets in the Olmsted  
County market area

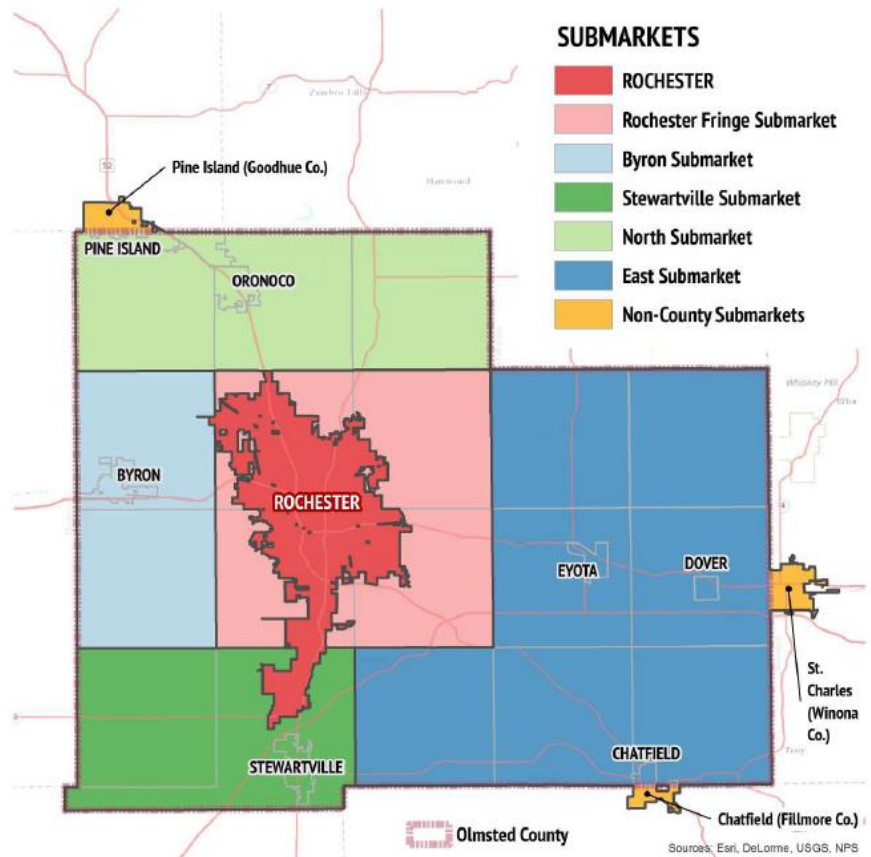
### Purpose:

This report projects housing demand for submarkets in the Olmsted County market area from 2013 through 2030 and provides recommendations for the type and amount of housing that should be developed to meet current and future demand. The report also assesses current and future market conditions, demographic shifts, housing characteristics, employment and development trends as they pertain to housing needs and demand.

### Key Findings / Outcomes:

#### ***Housing development trends***

- The existing housing stock is primarily single family detached or attached units (72% of close to 43,000 occupied units).
- Despite slowed growth activity in the latter part of the 2000s, Olmsted County's household growth surpassed the previous decade. Over 4,500 units were permitted in Rochester between 2004 and 2012, accounting for 78% of residential building activity in the county. The majority of units permitted were single family (72% and 75% for Rochester and Olmsted County, respectively).
- Share of owner-occupied units decreased slightly between 2000 and 2010 (75.7% to 74.9%), reflecting the impacts of the recession and a shift from ownership to rental.
- Rental vacancy rates in Rochester in 2013 were low, particularly for affordable and subsidized units (4.5% for market rate units, 1.4% for affordable units, and 0.0% for



*Olmsted County Market Area Submarkets*



subsidized units). 5% vacancy is considered optimal for market rate rental units in a stabilized rental market. Low vacancy rates for affordable and subsidized units reflect pent-up demand for affordable units and suggest ongoing challenges for low and moderate-income households to secure affordable housing. In addition to increasing production of new affordable units, new market rate move-up units will be needed to open up affordable units.

- Low vacancy rates for affordable and subsidized units limit housing options for renters and contribute to rising rental costs. An income-to-cost comparison shows that rental rates are more burdensome for renters than home prices are for homeowners. Only about 40% of rental households in the Rochester area can afford the average market rate rent (\$967) whereas almost 70% of ownership households can afford entry level home prices (\$202,570).
- A significant number of households in Rochester are experiencing a housing burden (paying more than 30% of income for housing). This issue is more pronounced for renters and low and moderate income households. 40% of rental households in the Rochester area can afford the average market rate rent (\$967). 53% of owner households making less than \$50,000/year experience a housing burden, and 75% of renter households making less than \$35,000/year experience a housing burden.

#### ***Demographic trends influencing housing demand***

- The baby boomer generation (those born between 1946 and 1964) is projected to see the highest growth rate among age cohorts in the coming decade. The 18 to 34 age cohort is also projected to grow. These shifts will impact housing demand, and the need for alternatives to the predominantly single family housing stock. Seniors in particular, and middle-aged persons, may prefer smaller-scale and lower-maintenance housing options. Growth in the 18 to 34 cohort will increase demand for rental units and starter homes.
- The rate of household growth is increasing in Rochester and Olmsted County, exceeding growth rates for the Twin Cities Metro Area. Household growth rates outpaced population growth rates; a result of declining household sizes. Average household size is projected to continue declining in the next 20 years, a result of social trends such as families delaying marriage, a growing senior population, and couples deciding to have fewer or no children. Future housing types will need to accommodate the shift to smaller household sizes.
- Continued household and population growth is anticipated, with Rochester's population projected to increase by approximately 18% and households projected to increase by 22% between 2010 and 2020. Similar rates of increase are projected for 2020 to 2030, with a total growth of about 20,000 households projected from 2010 to 2030.
- Future growth rates stand to surpass these projections based on the impact of major development projects (principally, the Destination Medical Center, but also development around the University of Rochester Minnesota, and potential high-speed rail investments).
- Shifting household types will impact housing demand. A growing share of non-family households, single-parent householders, and married couples with no children (both older

couple with grown children and younger couples) suggests increasing demand for both multifamily and affordable units.

### ***Housing Demand***

- The Rochester submarket is projected to add 9,300 households this decade and will account for 80% of total housing demand in the Olmsted County market area, with the city capturing 77.5% of the for-sale market and 90% of the rental market.
- The report projects demand for 5,889 single family and 2,922 multifamily for-sale units in Rochester between 2013 and 2030, with the highest demand for modest and move-up single-family units, and move-up multi-family units. These projections account for 78% of the total projected single family demand for the County, and 90% of projected multi-family demand.
- The report project demand for 6,410 rental units, assuming a distribution of 41% market rate, 29% affordable, and 30% subsidized units. These projections account for about 90% of total projected rental demand for the County.
- The report projects demand for an additional 2,144 units of senior housing by 2020, with the greatest demand for active adult rental and affordable rental units. That excess demand number rises to 3,246 by 2030.

### ***Other Challenges and Opportunities***

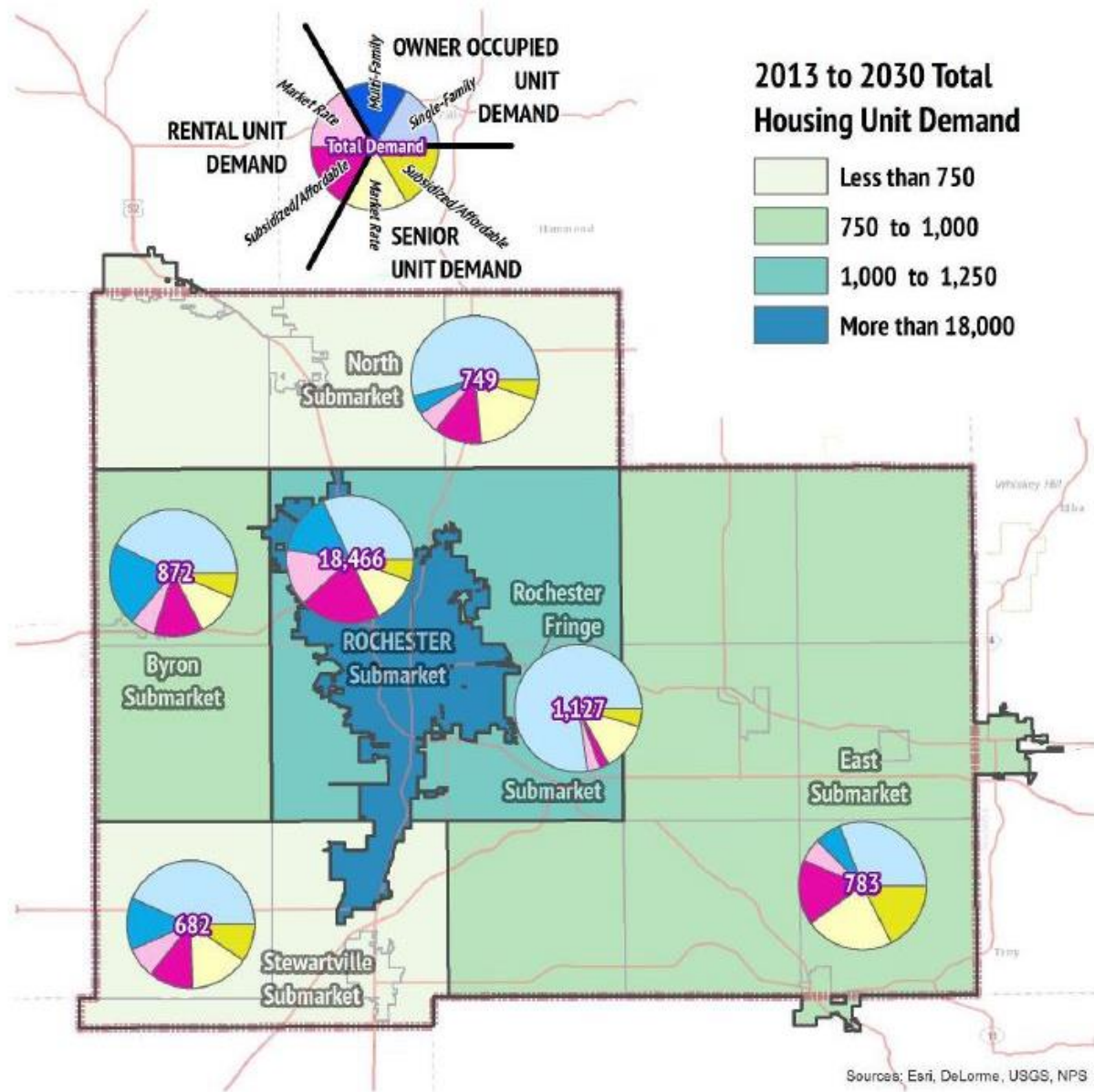
- Housing Levy: The Olmsted County HRA does not collect a HRA levy as permitted under Minnesota statutes, and as a result, does not provide housing programs to the same level as HRAs that have enacted a levy.
- The Rochester Area Foundation/First Homes Land Trust has been highly utilized in recent years, and while it remains active, the majority of funding the program received has been dispersed. Given rising demand for affordable housing options, expansion of this program through funding partners is recommended.
- Increasing land costs will increase acquisition costs for developments and home builders, driving up the retail sales price of homes.
- There are approximately 1,500 vacant developed lots at year-end 2013, resulting in a three-year lot supply (based on an estimated annual absorption of 500 single-family lots). New lots will need to be platted to meet growing demands.

### ***Housing Programs***

Below is a selection of housing programs. See report for full list.

- Olmsted County Housing and Redevelopment Authority (OCHRA)
  - Rent assistance
  - Purchasing and improvement loans
  - Housing vouchers
  - Rental housing management

- Housing rehab programs
- Rochester Area Foundation/First Homes Land Trust
  - Community land trust
  - Subsidies for homeownership and rental housing development



*Housing Demand Summary for the Olmsted Market Area, 2013-2030*

## Destination Medical Center (DMC) Development Plan – 2015 DRAFT

### Topic(s):

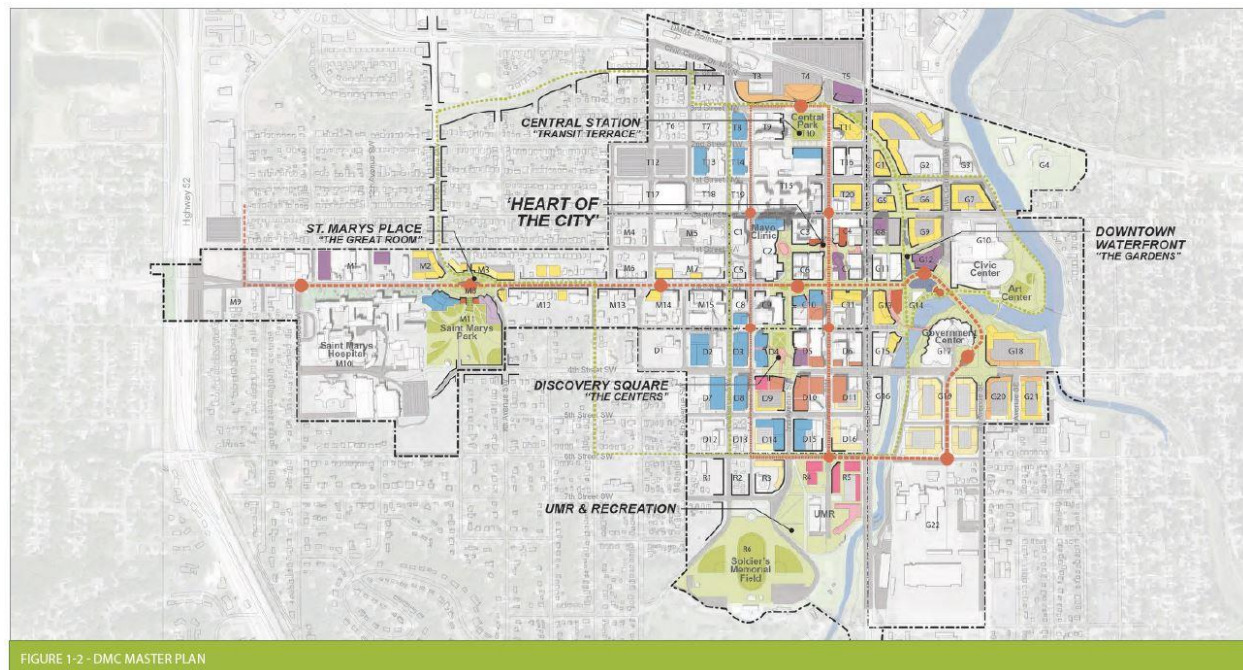
Land Use, Economic Development, Housing, Transportation, Infrastructure, Parks and Open Space, Downtown

### Author:

Destination Medical Center Corp.

### Study Area:

See below.



*DMC Development Master Plan (DRAFT)*

### Purpose:

To establish a strategic business plan and framework to guide the implementation of the DMC Initiative. The Destination Medical Center (DMC) legislation passed in May of 2013 requires the creation of a DMC Development Plan to guide public and private development around the DMC initiative. As of January 2015, the Development Plan is in draft form and under review by City staff. The plan will ultimately be subject to City approval.

The Rochester Comprehensive Plan 2040 planning process will develop in parallel to the DMC Development Plan, and provide complementary framework for future land use and development policy and regulations, accommodating prospective growth and development within the DMC project area as well as the city of Rochester as a whole.

### **Content:**

The DMC Development Plan will include the following components:

- Market Research
- DMC Master Plan
  - Addresses six sub-districts within the DMC study area: The Heart of the City, Discovery Square, Downtown Waterfront, Central Station, St. Mary's Place, and UMR/Recreation Area
- Transportation Plan (a summary of the draft transportation plan is included in the transportation section of this memo)
- Infrastructure Master Plan
- Finance Plan
- DMC Business Development Implementation Plan
- Marketing and Communications Implementation Plan
- Community Outreach Plan
- DMC Operations and Implementation Plan
- Economic and Fiscal Impact Report

### **Goals & Guiding Principles:**

#### ***Core goals of the DMC***

Goal #1: Create a comprehensive strategic plan with a compelling vision that harnesses the energy and creativity of the entire community

Goal #2: Leverage the public investment to attract more than \$5 billion in private investment to Rochester and the region

Goal #3: Create approximately 35,000 - 45,000 new jobs, with workforce development strategies that support that growth

Goal #4: Generate approximately \$7.5 - \$8.0 billion in new net tax revenue over 35 years

Goal #5: Achieve the highest quality patient, companion, visitor, employee, and resident experience, now and in the future

#### ***Guiding Principles of the DMC Development Plan***

- Establish A Bold And Compelling Vision For Rochester And The Destination Medical Center
- Sustain Rochester and Southeast MN as a Destination Medical Center and Economic Engine for the State
- A Comprehensive Strategy to Drive Economic Development and Investment
- A Market Driven Framework & Strategies

- A Dynamic And Accessible Urban Core
- Develop Mobility and Transit Solutions to Support Growth
- A Model for Sustainability
- Technology and Innovation to Promote a Globally Competitive Destination

## **Journey to Growth Plan – 2014**

### **Topic(s):**

Economic Development

### **Author:**

Rochester Area Economic Development Inc. (RAEDI) & Rochester Chamber of Commerce

### **Study Area:**

Rochester metropolitan area (Dodge, Olmsted, and Wabasha counties)

### **Purpose:**

The Journey to Growth Plan is a comprehensive five-year strategy coordinated by the Rochester Area Economic Development, Inc. (RAEDI) and the Rochester Area Chamber of Commerce to grow and diversify the economy of the Rochester metropolitan area (Dodge, Olmsted, and Wabasha counties). The plan aligns with other planning efforts underway in the region, including the Destination Medical Center (DMC) Development Plan and other local and regional plans. While acknowledging the importance of the health care industry to the regional economy, the plan looks to promote business growth across a range of sectors.

### **Content:**

The plan consists of four components:

- The Community and Programmatic Analysis assesses trends in the Rochester metropolitan area across three categories (People, Prosperity, and Place), comparing local trends with three peer regions (Ann Arbor, MI, Madison, WI, and Sioux Falls, SD). Analysis incorporate input from stakeholder engagement.
- The **Target Sector Analysis** examines business sector trends, occupational composition, and other local economic development structures, and identifies the most important existing and emerging business sectors to target for future development and promotion.
- The **Economic Growth Plan** presents a range of strategic actions focused on small business development, expansion, marketing, and partnership opportunities.
- The **Implementation Plan** addresses potential capacity issues, resources, timing, and partnership opportunities for the successful implementation of the plan. The report includes benchmarks and performance measure to track implementation progress.

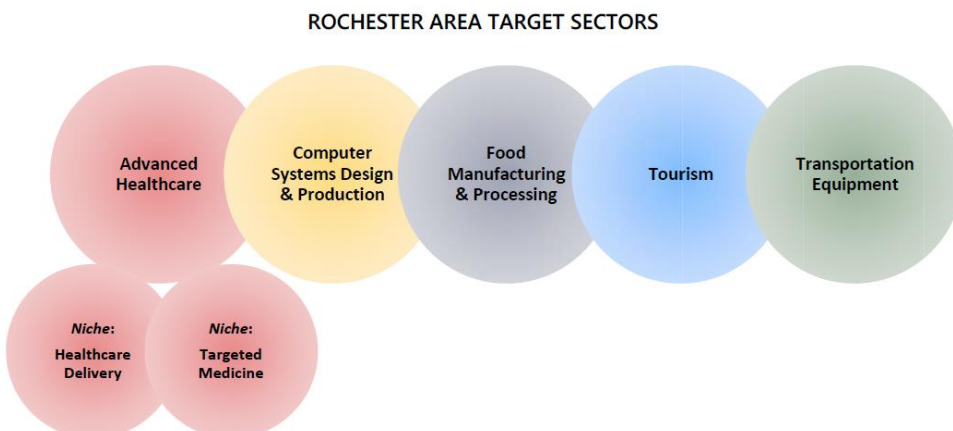
### **Key Findings:**

- “The health care sector is the Rochester area’s top asset and greatest challenge” (p. 58). Health care and social assistance jobs are about 40 percent of regional jobs, and 70 percent of those jobs are housed at Mayo (the largest employer in Minnesota). Diversifying the regional economy through the development of other sectors can build economic resilience and benefit the workforce particularly in areas outside of Olmsted that cannot rely



on health care for growth. Development of other sectors can help to grow the laborforce and combat perceptions of Rochester as a single-industry region.

- There is an opportunity to translate existing industry strengths to grow businesses and develop new sectors in the area. Regional strengths include sponsored research at Mayo, patent activity at IBM, and the growing entrepreneurial environment. There is potential to leverage intellectual property/knowledge base at Mayo to attract entrepreneurs, venture capital, and other resources to the area.
- Input from stakeholder engagement suggested that the development regulatory environment is not business-friendly, citing high development fees, long turnaround time, and lack of “service-oriented customer-facing” personnel. A 2011 task force empaneled to review the City’s development review process recommended steps such as hiring a citywide community development director and streamlining the permitting process.
- A dynamic and diverse talent pool will make for a more competitive region. For Rochester to stand out in a knowledge driven economy, it must: welcome growing population diversity; prepare students for locally available jobs and ensure they stay in Rochester to live and work; promote DMC planning and similar efforts to make Rochester a destination for top talent; and cultivate the next generation of business leaders.
- “The Rochester area’s urban evolution must continue” (p.59). Professional and high-value companies weigh the attractiveness of the Rochester area against the population density and urban amenities that can be found in other major metropolitan areas like Minneapolis and Chicago. Developing higher-density, amenity-rich, and walkable urban environments will make Rochester a more attractive and competitive region for business and employee attraction.
- The Target Sector Analysis identifies five target sectors:
  - Advanced healthcare
  - Computer systems design and production
  - Food manufacturing and processing
  - Tourism
  - Transportation equipment





- The target sectors represent the region's highest value business categories for growth and development. The Target Sector Analysis includes an assessment of each sector, key challenges and opportunities for development, and discussion of the strategic role of each sector in regional economic development.
- Recommendations in the Journey to Growth Plan are structured around three key themes:
  - Expand and Diversify the Regional Economy
  - Optimize the Regional Talent Base
  - Become a Cohesive Connected Region
- Each theme is supported by related objectives and strategies, including the following key initiatives:
  - Create a regional brand and communications platform
  - Create leadership teams to oversee development of the Rochester Area's target business sectors
  - Formalize a best-practice startup acceleration program at the Mayo Clinic Business Accelerator
  - Identify, enhance, and promote capital-formation resources
  - Confirm the regional basis for support of statewide efforts to reverse recent changes to Minnesota tax laws
  - Conduct a regional workforce gap analysis based on the Rochester area's target business sectors
  - Provide career and technical education options to all eligible regional students
  - Develop a comprehensive graduate-retention program
  - Form a coalition to create a regional attraction campaign
  - Pursue regional transit service for high-volume weekday commuting periods



*Core Themes and Objectives from the Journey to Growth Plan*

## Downtown Rochester – Master Plan – 2010

### Topic(s):

Community Context, Community Development Patterns, Land Use, Parks and Open Space, Transportation, Public Facilities Plan, Active Living / Health and Wellness, Energy Conservation

### Author:

City of Rochester, Mayo Clinic, UMR,  
Rochester Downtown Alliance,  
Rochester Area Foundation

### Study Area:

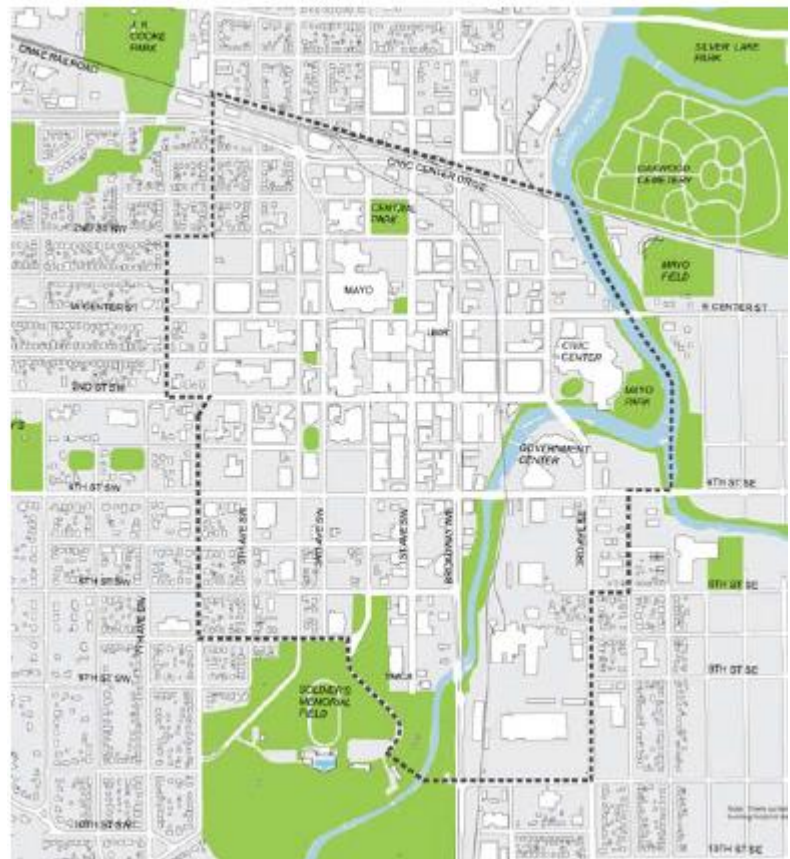
Downtown Rochester

### Purpose:

Establish a vision for what Downtown Rochester will become and provide a framework to guide future development in downtown to achieve the vision.

### Content:

The plan includes an analysis of downtown's history, physical form and assets, district identity, and mobility networks. The plan outlines downtown's major economic players and development opportunities. The plan provides a framework for guiding district identity, urban design, open space, mobility, and sustainability. The plan identifies district specific development opportunities and detailed improvements to downtown's mobility network. The plan concludes with implementation strategies and policy initiatives and a discussion of prioritization and phasing.



*Context map - Downtown Rochester*

### Key Findings:

#### **Existing Conditions**

- Downtown is comprised of three land use-driven districts: Mainstreet, Medical, and Educational.
- The planned expansions of Mayo Clinic and UMR downtown are and will continue to be drivers of complimentary development, injecting both money and vitality into downtown.
- Downtown's frequent events; collection of historic structures; and proximity to large parks, strong neighborhoods within walking distance, and the river are assets to build upon.

## ***Goals and Policies***

The following principles directed the development and prioritization of plan initiatives:

- Create a vibrant economically healthy downtown that is walkable, livable, and promotes human interaction.
- Create strong connections between major activity centers.
- Promote mobility options.
- Create pedestrian friendly streets.
- Build upon historic buildings and landmarks.
- Establish a connected open space system including the river.
- Connect indoor and outdoor spaces at street level, subway, and skyway.
- Develop buildings that engage the street.
- Established an action plan to improve access to downtown by increasing the role of transit and other non-single occupant modes. Established strategies that effectively manage parking, double the amount of peak period commute trips made by transit, and enhance access for people walking and bicycling to and through downtown Rochester.
- The management of density (especially at the edges), traffic, parking, and transit will all be keys to a successful downtown.
- Development opportunities include the creation of a fourth 'Riverfront and Arts' district, and the strengthening of the 'Main Street' Mixed Use district and Education/Research district.
- The plan outlines an aggressive goal of 50% commuter and 30% non-commuter alternative mode split by 2030 for trips downtown.
- The plan's Transit Framework established a mobility framework that includes an improved pedestrian environment at the street level, a comprehensive downtown bicycle network, and a streetcar circulator.
- The framework provides policy initiative, identifies key projects, and sets prioritized implementation strategies that address districts/land use clusters, the form/urban design of Downtown, open space , mobility and connections (split into sub-frameworks by mode), and sustainability.

## Envision UMR Master Plan – 2014

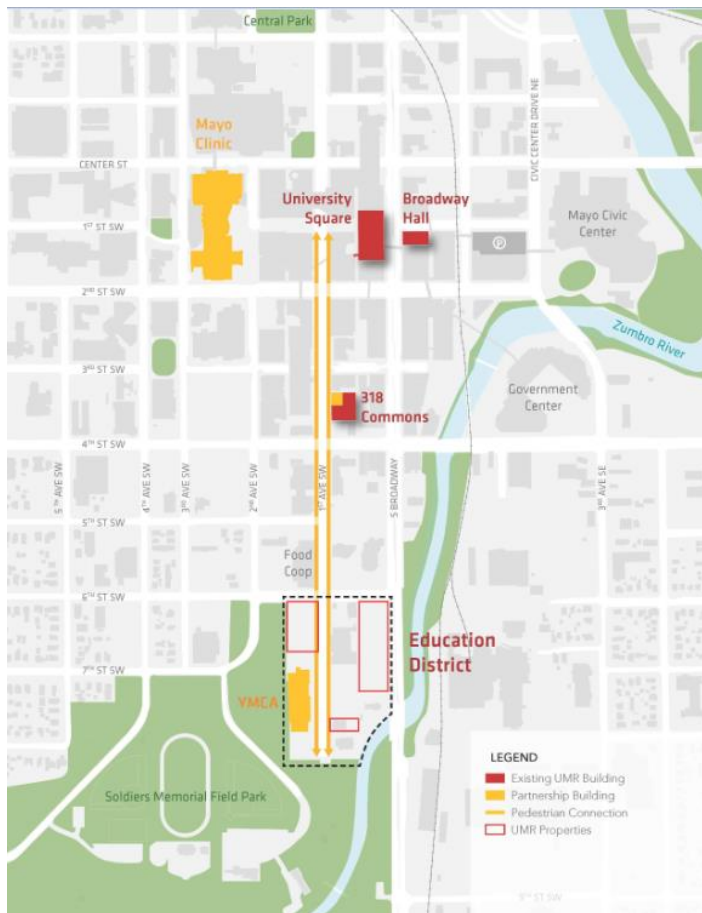
### Topic(s):

Development Patterns and Capacity, Urban Design Guidelines, Land Use, Parks and Open Space, Transportation and Transit, Parking, Bicycle and Pedestrian Networks

### Author:

Sasaki

### Study Area:



### Purpose:

Establish a vision for the integration and expansion of the UMR campus and programs into downtown Rochester following the Community Campus Model.

### Content:

The plan provides a brief description of the UMR direction, a summary of the plan's engagement process, a description of the community campus model, and UMR's vision and seven general guiding principles. The master plan chapter provides details on the master plan framework with figures on development capacity and a set of detailed urban design guidelines. The chapter then details frameworks for open space, pedestrian circulation, bicycle network, transit vehicular access

and parking, infrastructure, and partnerships. The implementation chapter touches on land assembly and phasing and a final chapter on program provides figures for enrollment and employment.

**Key Findings:**

- UMR has embraced a ‘community campus’ model which envisions the physical and functional integration of the campus into the fabric of downtown. This means better physical connectivity to resources and the creation of synergistic relationships between students, faculty, and outside professionals. This plan will yield an attractive mixed use campus that provides ample venues for students, faculty, and professional to engage, exchange knowledge, and build partnerships. It seeks to achieve this by creating inviting indoor and outdoor urban spaces and by forging strong modal connections to downtown and surrounding neighborhoods.
- Key master plan principles:
  - Leverage public-private partnerships to build capital projects, deliver educational programs, and create research opportunities
  - Establish UMR as an education district, create a front door for this district downtown, and link the district to Soldiers Memorial Field Park
  - Create/maintain active ground-floor uses/active streetscape
  - Maintain a connected and pedestrian friendly district
  - Create a strong architectural identity
  - Encourage multi-modal transportation
  - Develop to U of M’s B3 sustainability guidelines
- At full build-out, the district can accommodate nearly 600,000 square feet of new development



## **Rochester 2<sup>nd</sup> Street Corridor Framework Plan – 2009**

### **Topic(s):**

Land Use, Open Space, Transportation, Built Form, Bicycle and Pedestrian Networks, Parking, Transit

### **Author:**

Bonestroo

### **Purpose:**

The framework plan is intended to manage and guide growth along the corridor to promote development, connectivity, safety.

### **Study Area:**



### **Content:**

The plan outlines planning partnerships (with neighborhood associations, property/business owners, and the City Council) and reviews existing planning work pertaining to the corridor. A public input summary of ten corridor topics including visual preference, redevelopment, and parking summarizes community perception. The plan describes three districts that make up the corridor (Gateway, St. Mary's, and East District) and identifies opportunity sites, parking issues, pedestrian and bicycle circulation options, and transit and transportation conditions for the corridor and districts.

The plan lays out a set of general design principles, goals, and objectives to guide development along the corridor and a framework plan which provides more detailed guidance on issues like land use, pedestrians and bikes, built form, parking, etc., providing recommendations specific to each district where corridor recommendations are too general. The plan also develops a set of streetscape prototypes with corresponding recommendation, for both the corridor and its districts. The plan ends with an implementation section providing guidance on redevelopment strategies, design and planning tools, community organization/promotion, and potential public improvements.

**Key Findings:**

- Density along the corridor is recommended, with a transition in density as you move away from the corridor towards surrounding neighborhoods
- Multi-modal connections along and perpendicular to 2<sup>nd</sup> St into surrounding neighborhoods should be made and/or enhanced
- Parking along the corridor is in high demand, access and integration of parking will be keys to a successful corridor
- Each of the corridor's three districts is distinct, in both use and form, the streetscape and new development should reflect the character of each district
- Redevelopment strategies include defining the city's role, identifying key sites, assembling development parcels, and discussing development funding mechanisms

## Imagine Kutzky Plan – 2012

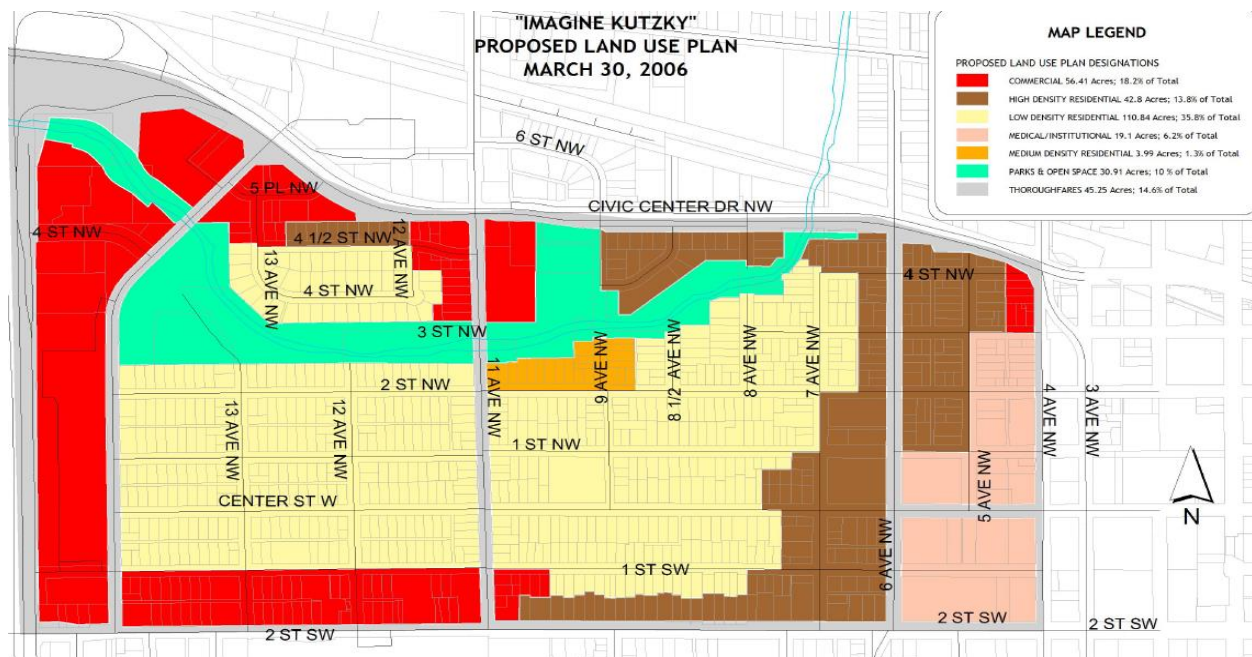
### Topic(s):

Community Development Patterns, Land Use, Housing, Parks and Open Space, Transportation, Infrastructure, Active Living / Health and Wellness

### Author:

Neighborhood residents

### Study Area:



### Purpose:

To preserve, enhance and promote the Kutzky Park Neighborhood as a vibrant and sustainable, mixed-use urban neighborhood

### Content:

The plan contains a brief background of neighborhood history and characteristics including data on neighborhood demographics. Challenges specific to the neighborhood are identified and a general solution pertaining to land use is offered. Goals, objectives, and recommendations are provided to address the following topics:

- Neighborhood streets
- Land use and urban design, (maps – land use, proposed land use, and properties subject to change)
- Public open space
- Homes and yards.



## **Key Findings:**

### ***Existing Conditions***

The neighborhood recognizes the impact of its proximity to downtown and sees itself as a compact walkable mixed use community.

### ***Goals and Policies***

Mobility (map):

- Create a safe functional and attractive mobility system comprised of a variety of transportation alternatives that connects residents from within the neighborhood to outside the neighborhood

Public realm (street sections):

- Conserve and enhance the public open space and natural environment to improve the wellness of residents, and preserve the unique identity of Kutzky Park Neighborhood

Land use (map):

- To create a sustainable, compact, cohesive urban neighborhood where residents can live, work, shop and play

Homes (incl. yards) and businesses:

- Restore and maintain the charm and historic character of the traditional urban built environment, while enhancing area of commerce consistent with the original neighborhood context

NOTE: While this plan not adopted as an independent planning document, the major land use designation changes and concepts were incorporated into the Rochester Urban Service Area Land Use Plan.

## Imagine Slatterly Vision Plan – 2010

### Topic(s):

Community Development Patterns, Land Use, Housing, Parks and Open Space, Transportation, Infrastructure, Active Living / Health and Wellness

### Author:

Neighborhood residents

### Study Area:



### Purpose:

Preserve and enhance the character and sense of place of the Slatterly Park Neighborhood

### Content:

The plan contains general and specific vision goals which address high level neighborhood aspirations and set a planning framework to enact the recommendations outlined in the plan. The plan then addresses mobility; public realm; homes, yards, and market places; and land use by identifying goals, objectives, and recommendations for element.

### Key Findings:

#### *Existing Conditions*

The neighborhood recognizes the impact of its proximity to downtown and its amenities, and wishes to remain an affordable small home single family neighborhood.

## ***Goals and Policies***

### Mobility:

- Add traffic calming and pedestrian/bicycle environment improvements to create complete streets
- Preserve parking in low density residential areas and institute strategies to improve parking in higher density area, including; permit parking, angle parking, and structured parking
- Signalize 3rd Ave and 6th St intersection following connection over the river
- Identify and improve connectivity for all modes

### Public realm (street sections):

- Emphasize streets as public space, encourage outdoor dining and create a variety of open space types along the street network.
- Ensure development improves public realm safety and stormwater.
- Enhance neighborhood identity and promote neighborhood history

### Land use (map):

- Preserve low density residential and encourage walkable mixed use development near Downtown
- Ensure redevelopment brings appropriate land uses and building form.

### Homes (incl. yards) and businesses (map):

- Protect/improve existing quality affordable housing and encourage infill redevelopment and development that reincorporates existing businesses

NOTE: While this plan not adopted as an independent planning document, the major land use designation changes and concepts were incorporated into the Rochester Urban Service Area Land Use Plan.

## Employment & Population Projections: Looking Ahead through 2040 – 2014

### Topic(s):

Demographics, Land Use and  
Development, Transportation

### Author:

Rochester-Olmsted Council of  
Governments (ROCOG) Planning and  
Analysis Division

### Study Area:

Olmsted County

### Purpose:

Employment and Population Forecast for 2040

### Content:

Employment and population forecast done as part of the Destination Medical Center (DMC) process is relevant to broader city transportation planning. Employment and population projections for 2040 suggest that Olmsted County will increasingly face a labor force gap.

### Key Findings:

The report identifies a number of key takeaways:

- One of the main future challenges employers in Olmsted County / Rochester will face is finding enough workers to fill job replacement needs due to retirement of Baby Boomers and new job openings that will be created.
- To fill the anticipated labor force gap, ROCOG estimates an increase in the share of resident labor force commuting in from surrounding counties, with net migration predicted to increase by a factor of 2x-3x above historic level to meet labor force needs.

### Olmsted County Labor Force Gap

Age Group	2010	2030	Growth	LFPR	Labor Force Growth
0 to 19	39,508	49,529	10,021	10%	1,002
20-59	79,703	90,656	10,953	90%	7,104
60+	25,037	52,178	27,141	24%	6,378
total	144,248	192,364	48,116	36%	17,238

labor force growth need 37,000

labor force gap 19,762

## About YoU – Rochester Community Asset Inventory Report - 2012

### Topic(s):

Community Engagement

### Author:

Rochester-Olmsted Planning Department

### Study Area:

Rochester

### Purpose:

Provide a snapshot of community member perspectives on life and living in Rochester.

### Content:

The report outlines the scope, methodology, and purpose of the report; defines three broader areas of focus; and summarizes community inputs for each of the three focus area.

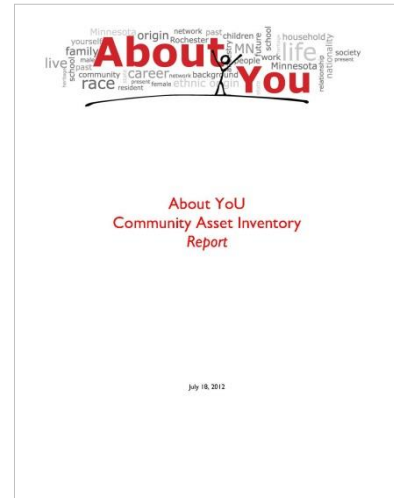
### Key Findings:

This study involved where and how people in Rochester want to spend their time, what they feel they need, and how they feel they could better assimilate and use their talents. Through the lenses of Arts & Culture, Diversity & Inclusivity, and Knowledge Talent & Creative Talent, the project has shown a spotlight on the dichotomous nature of Rochester and identified existing assets coupled with opportunities for community investment. Survey and forum results explain this dichotomy, and provide a snapshot of the complex, vibrant, and intrinsic integrations of today's Rochester. The report found four broad and interconnected themes present in Rochester that provide a snapshot on some of the culture and interactions of the people of Rochester, they are as follows:

	<b>This</b>	<b>That</b>
<b>Theme 1</b>	We are busy with family, work, and volunteer activities	We value our time and invest it to support activities and interests
<b>Theme 2</b>	We enjoy being outdoors and use our parks and trails system frequently	Many feel Rochester lacks an adequate supply and variety of usable indoor space
<b>Theme 3</b>	We find comfort in the company of our familiar social circles	We are diverse, but are we truly being inclusive?
<b>Theme 4</b>	We have an abundance of talent, and much to offer the community	Many feel that Rochester is fragmented, and are unsure how to connect and engage

### **Themes**

1. The people of Rochester are busy with family and work, and time is valuable. Nonetheless, they invest their time to support activities and causes that enrich their community.



2. The people of Rochester enjoy being outdoors and appreciate the many parks and trails available, both for individual use and for gathering with others. However, there is a sense that a variety of usable indoor space is lacking.
3. Rochester is viewed as being very diverse, but there is some question whether it embraces that diversity, or simply tolerates it. Rochester's people find comfort in the company of their familiar social circles, but is this at the expense of being inclusive?
4. Rochester's people have many talents to offer, from skills acquired through education and employment, as well as through passed-down traditions, yet they struggle to feel connected or that they "belong."

In addition to these key themes, the report provides a wealth of detailed community input data under each of the three focus areas (lenses) of the survey.

## **City of Rochester Emergency Operations Plan - 2013**

### **Topic(s):**

Public Administration, Emergency Response

### **Author:**

Fire Department – Emergency Management Division

### **Study Area:**

Rochester

### **Purpose:**

To ensure that all emergency management functions of the City be coordinated to the maximum extent practicable with the comparable functions of the federal government, of state and local governments, and of private agencies of every type. It accomplishes this by:

- Describing how the City will respond to disasters
- Outlining actions to prevent, prepare, and recover from disasters
- Using Emergency Support Functions (ESF), Annexes, and implementation instructions to convert this plan into action steps
- Enabling the City to be eligible for Emergency Management Program Grant (EMPG) assistance and other non-disaster funding

### **Content:**

The plan describes policies, situations, operations concepts, organization and assignment of responsibilities, command and control, and plan development and maintenance.

## Olmsted County, Minnesota Community Health Needs Assessment – 2013

### Topic(s):

Health, Environment, Transportation. Demographics

### Author:

Olmsted County Public Health Services, Olmsted Medical Center, and Mayo Clinic

### Study Area:

Olmsted County

### Purpose:

The Community Health Needs Assessment (CHNA) is a collaborative effort to develop a community health assessment framework and timeline, identify key health indicators tailored to the community, and develop and conduct a public survey and listening sessions to understand community concerns regarding health, safety, and quality of life. The CHNA framework provides a consistent format for future evaluations to allow for ongoing tracking and evaluation of health indicators.

### Content:

The report summarizes findings across a range of health indicators, under the following sub-topics:

- Health Outcomes (mortality, morbidity)
- Health Factors (health behaviors)
- Clinical Care
- Social and Economic Factors
- Physical Environment

Indicators were scored and prioritized to identify a manageable number of issues to be addressed in the Community Health Improvement Plan.

### Key Findings

The report identifies five community health priorities:

- **Mental health:** 10% of Olmsted County adolescents feel sad all or most days (self-reported); 57% of adults reports feeling worried, tense, or anxious at least one day during the last 30 days.
- **Obesity:** 64% of Olmsted County adults are overweight (BMI>25.0), and 28% are obese (BMI>30.0)
- **Financial stress/homelessness:** 26% of Olmsted County adults reported that there has been a time in the past 12 months when they were worried or stressed about having enough money to pay their bills (utilities, rent/mortgage, credit cards, medical bills,



groceries, insurance). An estimated 200 to 300 families are homeless or at risk of homelessness each year in Olmsted County.

- **Diabetes:** 8% of Olmsted county residents are living with diabetes; people from minority populations are more frequently affected by (type II) diabetes.
- **Vaccine preventable diseases:** 76% of children are up to date with recommended immunization series. 60% of residents receive an annual flu shot.

Other health indicators that may have bearing on future land use and community planning include:

- **Physical Activity:** 48% of Olmsted county adults meet the recommended national guidelines for moderate physical activity. Physical activity is positively affected by structural environments, including availability of sidewalks, bike lanes, trails, and parks and legislative policies that improve access to facilities that support physical activity.
- **Neighborhood safety:** County crime rates have decreased in recent years. Perceptions of safety vary and may be correlated to income/concentration of poverty (i.e. lower income households are more likely to report not feeling safe in their neighborhood). Overall, 5% of county adults have had a time in the past year when they were afraid to leave their home because of violence in the area.
- **Healthy food access:** This issue is linked to obesity, diabetes, and other health outcomes. 43% of respondents supported variety in healthy food options and 31% supported lower prices on healthy foods. All respondents supported the idea that some healthy food options should be available at convenience stores.
- **Housing Conditions:** Public health has seen an increasing trend in housing complaints (mold, garbage, structural, rodents, pests). 3% of respondents believe the physical condition of their home to be of substandard conditions (rated fair or poor).
- **Air Quality:** Rochester's air quality index (AQI) has exceeded "unhealthy for sensitive groups" measurements an average of 5 days annually. Healthy People 2020, a national health initiative, maintains a specific objective to reduce the number of days the AQI exceeds 100 by 10%.
- **Water Quality:** 100% of County public water systems tested set SDWA (Safe Drinking Water Act) standards. 76% of private wells tested (sample accounts for 9% of wells in the county) met DWA standards. Only 500 private wells are tested each year, which is below the recommended testing rate by the Minnesota department of health. Concerns about unsafe drinking water ranked low in community opinion surveys in comparison to concerns about surface and storm water.

## Mayo Clinic Five-Year Plan Update – 2011

### Topic(s):

Land Use, Zoning, Transportation,  
Infrastructure, Parks and Open  
Space, Downtown

### Author:

Olmsted County Public Health  
Services, Olmsted Medical Center,  
and Mayo Clinic

### Study Area:

Medical Institutional Campus Special  
District, Mayo Support Campus  
Special District, Downtown

### Purpose:

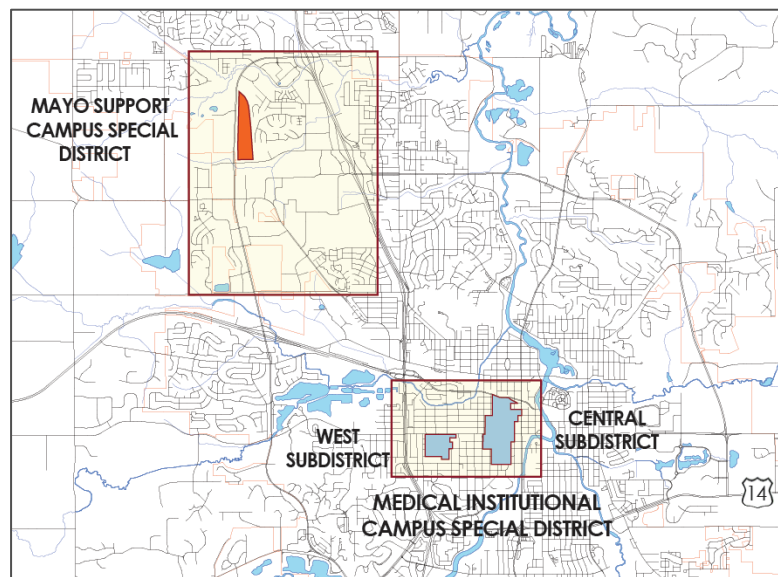
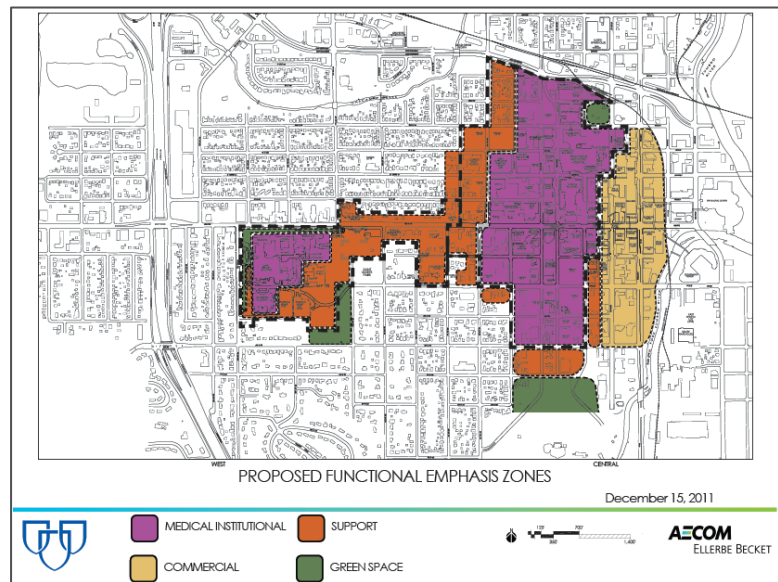
The Five-Year Plan Update fulfills  
requirements for document updates  
for the Medical Institutional Campus  
Special District and the Mayo Support  
Campus Special District.

### Content:

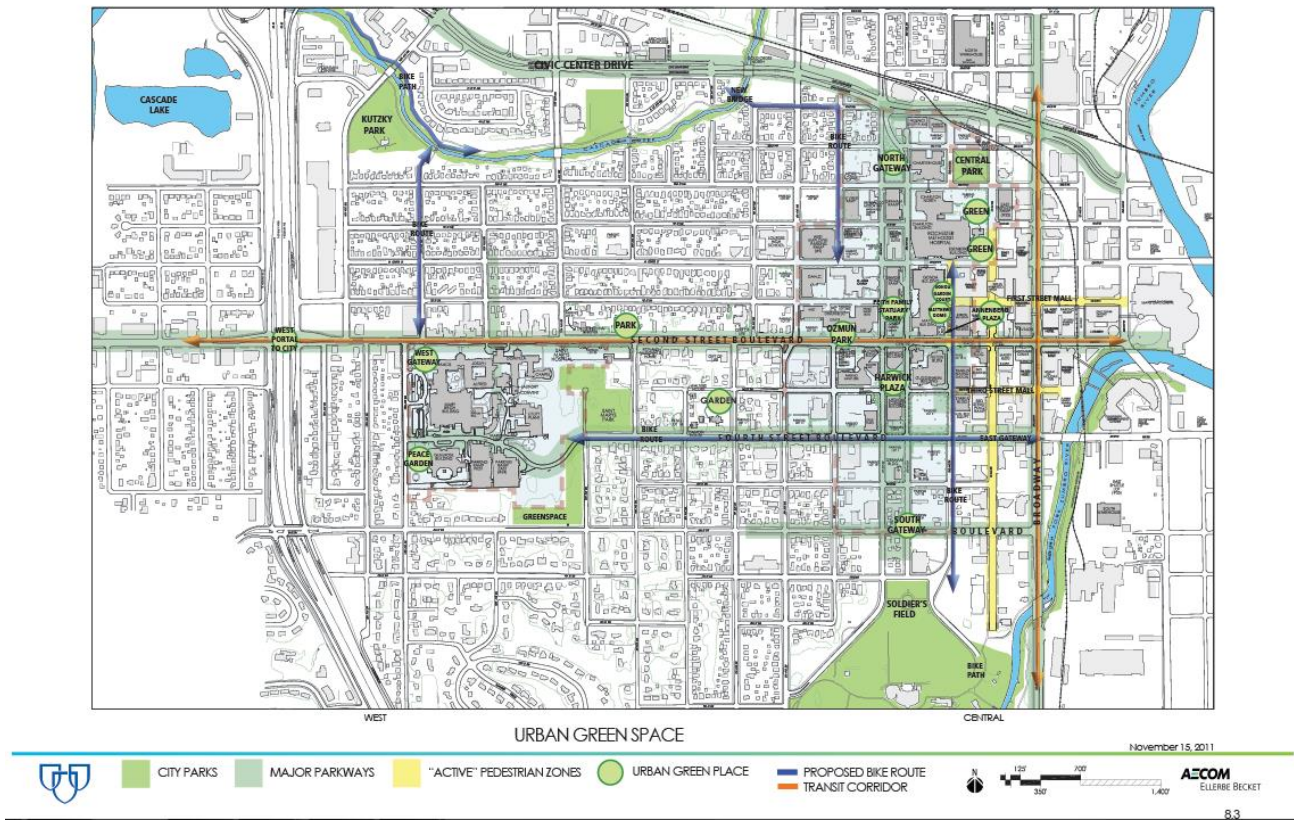
The Medical-Institutional Special  
District was created in 1991 to assist  
and encourage the development of  
medical institutional land uses in a  
campus setting at the Mayo Clinic  
Downtown and St. Marys Hospital  
campuses. The Mayo support Center  
Special District was created in 2003 to allow contiguous growth of certain decentralized  
administrative and support functions, and thereby relieve congestion in the Primary Medical  
Institutional District.

Updated narratives and graphics in the Five-Year Plan Update support the central idea of the  
Special District land use and zoning controls. Updates address the following:

- Campus boundaries and sub-district boundaries
  - Continued growth around the Mayo Clinic has created a need to modify/expand  
district boundaries
- Mayo property ownership



- Mayo owns about 108 acres within the Primary Medical Institutional Districts and about 57 acres within the Mayo Support Campus Special District.
- Mayo owns about 313 acres (non-contiguous support areas) outside of the sub-districts but within the city limits.
- Building floor area
  - Within the central sub-district, the maximum allowable FAR is 6.0. The actual FAR in 2011 is 2.91.
  - Within the west sub-district, the maximum allowable FAR is 4.0. The actual FAR in 2011 is 1.17.
  - Within the Mayo support campus sub-district, the maximum allowable FAR is 0.5. The actual FAR in 2011 is 0.1.
- Employee distribution
  - At the year-end 2010, Mayo Clinic and Mayo Foundation employed 32,349 people, including 31,363 regular employees and 986 temporary employees.
- Comprehensive transportation and parking strategies and plan
  - Mayo supports a comprehensive transportation program to meet the needs of patients, staff, and paramedical employees:
    - Providing surface and structured parking for patients and employees.
    - Encouraging individuals to use alternate means of transportation
    - Subsidized bus program
    - Special parking privileges for carpool vehicles, bicycles, and motorcycles
    - Employee shuttle service between campuses
    - Park and ride lots
- Loading and materials handling program
- Utility infrastructure (current and proposed)
- Campus landscape and green space plans
  - See illustrative drawing on following page. Include recommendations for proposed green spaces and pathways, pedestrian zones and bike connections.
- Potential projects in the next five-year period
  - Section 9 of the Plan Update includes a range of potential projects that may occur with the districts/sub-districts, including construction and planning projects.



Urban Green Space recommendations for the Medical Institutional Campus Special District

## **Olmsted County Market Area 2015-2020 Housing Framework – 2015 DRAFT**

### **Topic(s):**

Housing

### **Author:**

Greater Minnesota Housing Fund in partnership with Olmsted County, Rochester Area Foundation, and Mayo Clinic

### **Study Area:**

Olmsted County Market Area

### **Content:**

The 2015-2020 Housing Framework is currently in development. The Framework, in connection with planned economic development initiatives, will present an approach for realizing the goal of creating more than 2,000 affordable homes by 2020 in the cities of Rochester, Byron, Chatfield, Dover, Eyota, Oconoco, Pine Island, St. Charles, and Stewartville, as well as the townships in Olmsted County.

## City of Rochester Comprehensive Annual Financial Report – 2013

### **Topic(s):**

Finance

### **Author:**

City of Rochester, Department of Finance

### **Study Area:**

City of Rochester

### **Purpose:**

The Comprehensive Annual Financial Report (CAFR) fulfills state statutes requiring all cities to issue an annual report on its financial position and activity.

### **Content**

This report consists of management's representations concerning the finances of the City of Rochester for the fiscal year ending December 31, 2013. The City of Rochester's financial statements, with the exception of the electric and water funds, were audited by Smith, Schafer and Associates, Ltd., a firm of licensed certified public accountants. The electric and water funds were audited by Baker Tilly, Ltd.

### **Key Findings**

#### ***Factors affecting financial condition***

- **Local Economy:** The third largest City in Minnesota, Rochester is located 78 miles southeast of Minneapolis and St. Paul. Rochester's strong economy is built around world-renowned health care, cutting-edge technology, agriculture and agribusiness. As home to the Mayo Clinic and IBM Rochester, the City has developed into an economic growth center and the cultural hub of southeastern Minnesota. Its many recreational and cultural activities draw people from southeastern Minnesota and northern Iowa.
- Recent indicators of Rochester's economic climate include:
  - Overall growth in non-agriculture jobs
  - Low unemployment
  - Growth in home sales
  - Growing in building activity
  - General stability or growth in sales and hotel tax collections.

### ***Long-term financial planning***

- The Rochester council is directing City staff on numerous projects that will affect the growth of the City. A partial list includes:
  - **Destination Medical Center (DMC):** Mayo Clinic announced Destination Medical Center (DMC), a \$6 billion economic development initiative to secure Minnesota's status as a global medical destination center now and in the future. Special legislation was passed during the 2013 session securing State, City and County funding of \$424 million, \$128 million and \$33 million respectively, for a total of \$585 million to help construct the significant public infrastructure such as roads, mass transit, utilities, and parking structures needed to support this growth.
  - **Turn back of Highway 63:** The State of Minnesota turned back maintenance and control of a segment of the highway 63 corridor within the City on June 1st of 2013. This segment is a major road in the heart of the City and links Rochester to Lake City to the north and Stewartville to the south. The agreement provides for the State to turn over \$26 million to the City over a 4-year period which will be put aside to assist in ongoing maintenance and repair of this added street system.
  - **Business Accelerator:** Mayo Clinic and Rochester area business development officials announced the opening of the new Mayo Clinic Business Accelerator at the Minnesota BioBusiness Center on March 1, 2013. The space has already been filled by existing companies, entrepreneurs, venture capitalists and professional service providers.
  - **Sales Tax Extension:** The voters of Rochester approved the extension of its 1/2-cent sales tax as authorized by the 2011 State Legislature. The law provides for \$158 million worth of council-identified projects including a new senior center/recreation center, a relocated fire station, infrastructure improvements to support development outlined in the Downtown Master Plan including \$20 million for the above-noted Destination Medical Center improvements, higher education improvements, economic development incentive funding in Rochester and \$5 million for economic development in surrounding communities.
  - **Mayo Civic Center Expansion:** The State 2013 legislature authorized \$35 million in State funding to be matched by \$46.5 million of City funding to be raised by an additional 3% lodging tax within the City to complete the long-awaited \$82 million expansion of the City's Mayo Civic Center. The expansion will add 188,000 square feet to the facility and renovate existing spaces. It is estimated to add 1,000 jobs in the near term and will add an estimated \$370 million to the Rochester area economy over the next 10 years.



## Management's Discussion & Analysis

### • Financial Highlights:

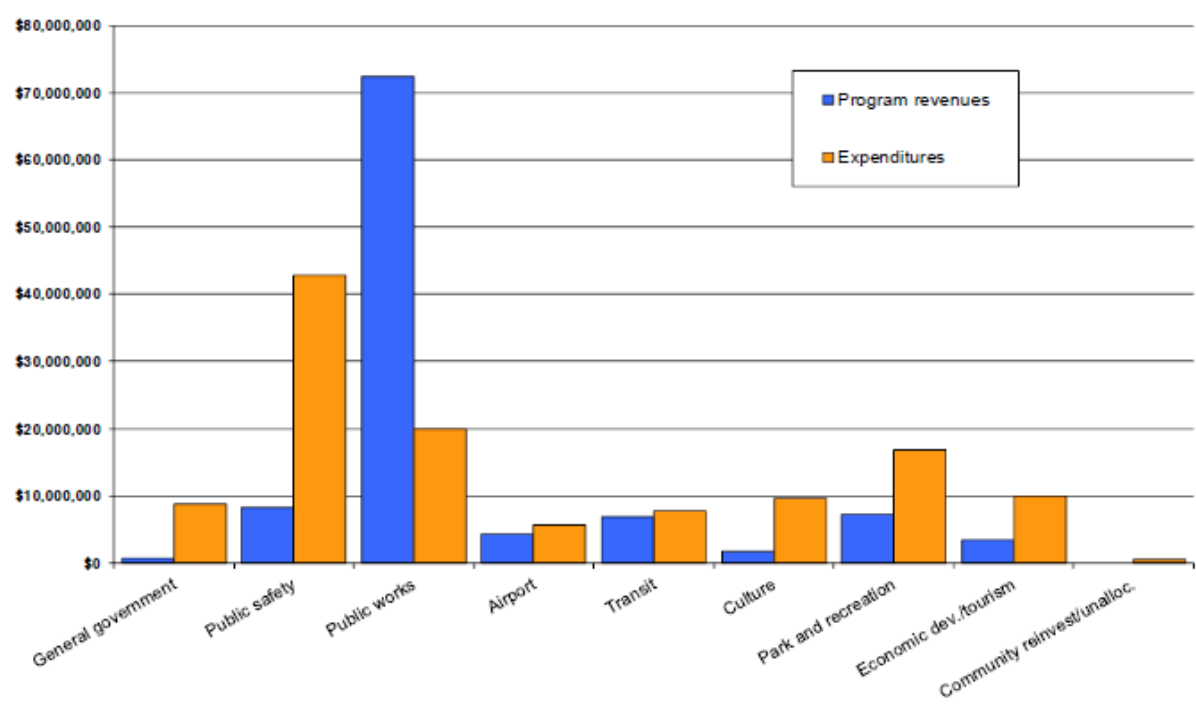
- The assets of the City of Rochester exceeded its liabilities at the close of the most recent fiscal year by \$1,157,214,004 (net position). Of this amount, \$248,714,284 (unrestricted net position) may be used to meet the City's ongoing obligations to citizens and creditors in accordance with the City's fund designations and fiscal policies.
- The City's total net position increased by \$68,185,379.
- As of the close of the current fiscal year, the City of Rochester's governmental funds reported combined ending fund balances of \$128,707,612, a decrease of \$2,769,138 in comparison with the prior year. Approximately 21 percent of this total amount, or \$27,169,199, is available for spending at the City's discretion (unassigned fund balance).
- At the end of the current fiscal year, unrestricted fund balance (the total of the committed, assigned, and unassigned components of fund balance) for the general fund was \$27,811,456 or approximately 44 percent of total general fund expenditures. This is slightly above the City's target of 42 percent of expenditures.
- The City of Rochester increased total outstanding long term debt obligations by \$32,720,697 during the current fiscal year.

City of Rochester's Net Position

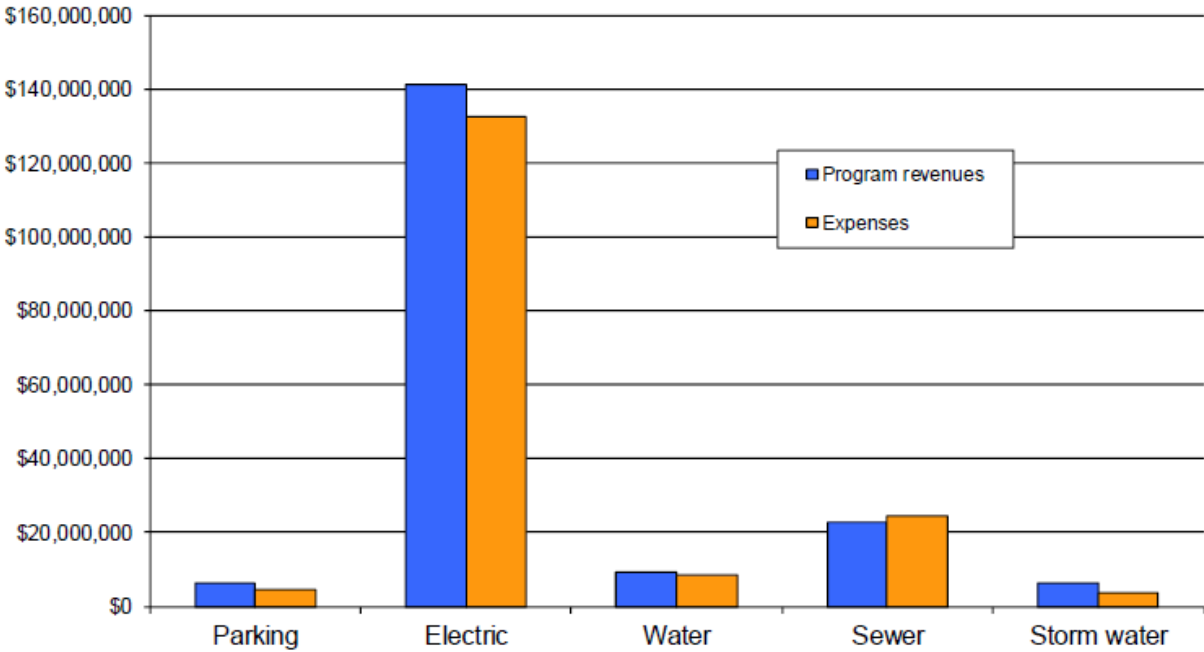
	Governmental Activities		Business-Type Activities		Total	
	2013	2012	2013	2012	2013	2012
Current and other assets	\$ 214,791,343	\$ 194,273,137	\$ 232,590,789	\$ 204,025,950	\$ 447,382,132	\$ 398,299,087
Capital assets	606,195,488	564,253,603	515,623,424	505,239,051	1,121,818,912	1,069,492,654
Deferred outflows of resources			1,272,422	1,382,772	1,272,422	1,382,772
Total assets and deferred outflows of resources	820,986,831	758,526,740	749,486,635	710,647,773	1,570,473,466	1,469,174,513
Long-term liabilities outstanding	65,448,850	67,084,716	318,996,525	286,022,735	384,445,375	353,107,451
Other liabilities	9,925,887	9,785,161	17,944,298	16,473,960	27,870,185	26,259,121
Deferred inflows of resources			943,902	779,316	943,902	779,316
Total liabilities and deferred inflows of resources	75,374,737	76,869,877	337,884,725	303,276,011	413,259,462	380,145,888
Net position:						
Net investment in capital assets	553,588,996	509,225,208	305,162,231	299,805,898	858,751,227	809,031,106
Restricted	49,748,493	51,203,900			49,748,493	51,203,900
Unrestricted	142,274,605	121,227,755	106,439,679	107,565,864	248,714,284	228,793,619
Total net position	\$ 745,612,094	\$ 681,656,863	\$ 411,601,910	\$ 407,371,762	\$ 1,157,214,004	\$ 1,089,028,625



Expenditures and Program Revenues - Governmental Activities



Expenses and Program Revenues - Business-Type Activities



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## **Rate Band Analysis – Rochester Municipal Ramps– 2013**

### **Topic(s):**

Parking

### **Author:**

City of Rochester

### **Study Area:**

Center Street, Civic Center, 1st Street, and 2nd Street Ramps

### **Content:**

Gives rate of tickets per ramp in varied time increments, the percent of tickets for each time increment, the total number of tickets/ total ticket value for each ramp and overall.

## **Rochester Infrastructure Master Plan– 2013**

### **Topic(s):**

Infrastructure

### **Author:**

Kimley-Horn

### **Study Area:**

Downtown Rochester

### **Content:**

The report gives an overview of the infrastructure needs, the DMC proposal and funding sources. The report is organized into the following sections: approach, transportation, transit, public utilities, public space, parcel development, parking, civic uses, cost summary, and funding sources.

## **City of Rochester Parking Meter Locations – 2013**

**Topic(s):**

Parking

**Author:**

City of Rochester

**Study Area:**

1st Street to 7th Street S.W. and E-W: 6th Avenue S.E. to 7th Avenue N.W.

**Content:**

Map of parking meters and loading zones.

## **Parking Facility Reference – Rochester Municipal Ramps – 2014**

**Topic(s):**

Parking

**Author:**

City of Rochester

**Study Area:**

Downtown Rochester

**Content:**

This spreadsheet gives information on the municipal parking spaces owned by the city of Rochester. Data contains facility name/address, year built, construction type, date/cost of last significant restoration, levels with ground and below grade, ground level foot print, and total number of spaces, revenue systems, and potential for expansion, vehicle height limits, and comments.

## **Ramp Occupancy - Rochester Municipal Ramps– 2014**

### **Topic(s):**

Parking

### **Author:**

City of Rochester

### **Study Area:**

Center Street, Civic Center, 1st Street, and 2nd Street Ramps

### **Content:**

Report outlines the percentage of utilization of each ramp per hour on a typical weekday, weekend morning/afternoon, and weekend evening. Does not capture 3rd Street Ramp Utilization, 3rd Street Utilization estimate would be in the 80% range, maxing out at 90%.

## **Parker Type – Rochester Municipal Ramps – 2014**

### **Topic(s):**

Parking

### **Author:**

City of Rochester

### **Study Area:**

Center Street, Civic Center, 1st Street, 2nd Street, and 3rd Street Ramps

### **Content:**

Report outlines the allocations of each ramp including total spaces, short-term spaces, contract spaces, actual contracts, hotel over-night, and average guests/night. Parking Ramp Exits by ticket, key card, hotel cards, credit card, through open gates, and total exits. Center/Civic/1st/2nd are solid counts from parking software, 3rd Street is an estimate from vacuum tube counters studies.

## **Rochester Olmsted Council of Governments GIS Data – 2014**

### **Topic(s):**

Infrastructure, Comprehensive/Miscellaneous

### **Author:**

Rochester-Olmsted Planning Department - GIS Division; Rochester Public Works; Minnesota Geologic Survey; and Natural Resources Conservation Service

### **Study Area:**

City of Rochester and Olmsted County

### **Content:**

Library of data containing GIS, CADD, XLS and PDF files of school districts, political districts, land use plans, sanitary, water, stormwater, surface water, traffic, tree inventory, bike/ped facilities, parks, fiber optic communication lines, municipal wells, street lights, 2014 parcels (inc. value and area data), Rochester International Airport infrastructure, easement, geological types/soils, and snow removal.

## **Kutzky Sanitary Sewer Pilot Study Area – 2010**

### **Topic(s):**

Infrastructure

### **Author:**

CH2M Hill and WHKS

### **Study Area:**

Generally located around/downstream of Mayo St. Marys campus

### **Content:**

Analysis of sanitary sewage flows in the Kutzky Sanitary Sewer Service Area.

### **PA 3 Sanitary Sewer Study Area – 2011**

**Topic(s):**

Infrastructure

**Author:**

CH2M Hill and WHKS

**Study Area:**

A large geographical area consisting of several Sanitary Sewer Service Areas that flow into and out of Downtown Rochester

**Content:**

Report provides information on sanitary sewage flows that originate, flow into, and flow out of Downtown Rochester.

### **City of Rochester Capital Improvement Program – 2014-2018**

**Topic(s):**

Infrastructure, Transportation, Land Use

**Author:**

City of Rochester

**Study Area:**

City of Rochester

**Content:**

Rochester's 5 year CIP that includes a proposed list of capital projects.

## **RPU Downtown Water System Modeling– Ongoing**

**Topic(s):**

Infrastructure

**Author:**

Rochester Public Utilities

**Study Area:**

Downtown

**Content:**

Analysis of water system in the downtown area focusing on available fire flow, water pressure, and water volume

## **Soldiers Memorial Field Master Plan – 2015**

**Topic(s):**

Parks and Open Space, Land Use, Infrastructure

**Author:**

Hoisington Koegler Group Inc.

**Study Area:**

Soldiers Memorial Field located south of Downtown Rochester

**Content:**

Master Planning of Soldiers Memorial Field

## **Cascade Lake Park Master Plan – 2004**

### **Topic(s):**

Parks and Open Space, Land Use, Infrastructure

### **Author:**

BRAA

### **Study Area:**

Cascade Lake is located west of TH 52 and north of 2nd Street SW.

### **Content:**

Master Plan of the park system located around the future Cascade Lake

## **Olmsted County Capital Improvement Program – 2014-2018**

### **Topic(s):**

Infrastructure, Transportation, Land Use

### **Author:**

Olmsted County

### **Study Area:**

Olmsted County

### **Content:**

Olmsted County's CIP that includes a proposed list of capital projects



## **Northwest Territory Sanitary Sewer System Feasibility Analysis – 2012**

### **Topic(s):**

Infrastructure

### **Author:**

CDM Smith

### **Study Area:**

City of Rochester Northwest Territory

### **Purpose:**

Sanitary sewer implementation and funding strategy for 50-year horizon

### **Content:**

The Northwest Territory is one of the regions within the City of Rochester that anticipates significant growth. This feasibility study evaluates the options for serving the Northwest Territory with sanitary sewer. The document is available on the City of Rochester's website:

[http://www.rochestermn.gov/departments/publicworks/announcements/NW%20Territory%20SS%20Feasibility%20Analysis/Northwest%20Territory%20Sanitary%20Sewer%20System%20Feasibility%20Analysis\\_Final%20Report.pdf](http://www.rochestermn.gov/departments/publicworks/announcements/NW%20Territory%20SS%20Feasibility%20Analysis/Northwest%20Territory%20Sanitary%20Sewer%20System%20Feasibility%20Analysis_Final%20Report.pdf)

### **Key Findings:**

The report identifies a number of key takeaways:

- Figure 3-2 shows the phased development scenario that is anticipated. The terrain requires that lift stations are used to provide sewerage.
- Table 6-1 shows the elements of the recommended alternative. The document needs to be referenced to fully understand the multiple components of trunk sewer, lift stations and force main that are recommended to be phased in over three phases starting in 2013 and ending in 2042.

## **Storm Water Management Plan (Rochester, MN) – 1997 (Revised December 1999)**

### **Topic(s):**

Surface Water

### **Author:**

Bonestroo, Rosene, Anderlik & Associates (now Stantec) for City of Rochester

### **Study Area:**

City of Rochester

### **Purpose:**

To serve as a comprehensive guide for the expansion of the City's storm water management system to serve new development and redevelopment areas; and to assist the City in developing a storm water management program to meet the recently enacted requirements of the National Pollution Discharge Elimination System Phase II program.

### **Content:**

<http://www.rochesterstormwater.com/docs/1999%20Rochester%20Storm%20Water%20Management%20Plan.pdf>

- Division of the City into major and minor drainage districts and subdistricts based on contour maps, grading plans and natural topography.
- Determination of stormwater runoff under fully developed land use conditions within the SWMP study area.
- General layout of trunk storm sewer.
- Estimation of storage volumes, peak discharge rates, and high water levels of regional ponding areas.
- General planning and preparation for NPDES Phase II control measures.
- Estimated implementation costs for the SWMP.
- Development of design guidelines for storm water improvements.
- Review of operation and maintenance procedures.
- Identification of sensitive groundwater areas.
- Identification of Natural Resources Corridors.

### **Key Findings:**

The following recommendations are presented for the City Council's consideration based upon the data compiled in the report:

- The SWMP as presented herein be adopted by the Rochester City Council.

- Standard review procedures be established to ensure all development activity within the City is in compliance with the general guidelines of this plan.
- Strategies and practices described in Chapter 4 be implemented to guide development within the primary and secondary natural resources corridors.
- Temporary sediment basins and regional stormwater facilities be constructed during the initial phase of development within the watershed.
- Detailed hydrologic analysis be required during the final design and configuration of the drainage system within a developing subdistrict based on the information contained in Appendix A-2 through A-4 and computer models developed for the SWMP.
- Final high water levels governing building elevations adjacent to ponding areas and floodplains be established as development occurs or when drainage facilities are constructed as described in Chapter 5.
- Emergency overflow routes be incorporated into the final design of the drainage system and maintained to provide relief during extreme storm conditions which exceed design conditions as described in Chapter 5.
- A stormwater system maintenance program be established to ensure the successful operation of the system including periodic inspection of storm sewers, channels and ponding areas as described in Chapter 11.
- An erosion and sedimentation control guidance manual be developed to assist the development community in designing and implementing effective erosion control practices. The manual should incorporate the recommended practices described in Chapter 9. This effort should be coordinated with the Olmsted Soil and Water Conservation District to avoid a duplication of effort.
- A City Staff member be appointed to coordinate educational efforts with the South Zumbro Watershed Partnership.
- The City create a storm water work group made up of staff to guide internal storm water policy and practices, and internal educational efforts.
- The City adopt a storm sewer area charge to provide an equitable method of financing the expansion of the drainage system to serve future development.
- The City adopt a stormwater utility to finance the operations and maintenance of the drainage system.
- The City begin working to update existing ordinances to comply with the NPDES phase II requirements.
- A water quality monitoring and sampling program be implemented by the City to detect pollution sources, calibrate the hydrologic models and prepare for the NPDES permit application.

## 2013 - 2023 Olmsted County Water Management Plan

### **Topic(s):**

Groundwater; Surface Water

### **Author:**

Rochester-Olmsted Planning Department

### **Study Area:**

Olmsted County

### **Purpose:**

The purpose of the Olmsted County Water Management Plan is to construct a ten-year framework of goals, objectives, and implementation strategies that will strive to reduce, prevent, minimize, and mitigate degradation of our county's surface and groundwater (103A.43, Minnesota Statutes) through 2023. In accordance with the requirements of Minnesota Statutes 103B.311, Subdivision 4, these policies and actions will address the integrated water management needs of all of Olmsted's 18 townships and 8 incorporated cities, using a watershed-based approach.

### **Content:**

<http://www.co.olmsted.mn.us/environmentalresources/plans/waterresourceplans/Documents/Water%20Plan%202013%20Web%20Version.pdf>

Regional cooperation and consistency are the keys to the success of the Water Management Plan. The County supports surface water management efforts in each of the major watersheds and supports groundwater and drinking water protection efforts through recharge area protection and pollution prevention in drinking water supply management areas and wellhead protection areas. Olmsted County largely relies on the advice provided by state and federal water resource management agencies and professional consultants in its assessment of water resource conditions and the development of protection strategies.

Working with local, regional, state, and federal partners, Olmsted County will focus on five priority concerns as determined by the Priority Concerns Scoping Document:

- Drinking Water & Groundwater Protection
- Agricultural Erosion and Sediment Control, Nutrient Management, & Chemical Use
- Impaired Waters, TMDLs, & Watershed Management
- Urban/Suburban Storm Water Quality & Quantity
- Wetland Resources & Natural Corridors

### **Key Findings:**

Olmsted County has identified the following factors as important to the Water Management Plan and has used these factors in developing action items.

- **All residents, landowners, and businesses in Olmsted County have a responsibility to sustain our surface and groundwater resources.**

Because water crosses jurisdictional boundaries, jurisdictions in the same watershed need to coordinate water resources management in order to attain surface water sustainability. All levels of government, from the local municipality to the federal level, have a role in maintaining our water resources and should apply the resources needed to fulfill that role.

- **We live in a sensitive landscape and geologic setting.**

The way we manage land and water resources directly affects the future use and sustainability of the resource. As confirmed by TMDL studies, human land use and land management activities are the most important factors influencing water quality and sustainable water quantity. Therefore, individual citizens also have a responsibility for our water resources and a role in making individual choices that protect water quality.

- **Water pollution has occurred in the past and continues today in various forms.**

Groundwater quality in the Galena Group aquifer is no longer clean enough for drinking water. We must protect water resources that are in good condition and work to restore impaired streams and polluted groundwater.

- **Olmsted County farms and businesses compete in a global economy.**

Forces outside Olmsted County influence prices and costs. Local governments lack the authority to address many of the land use and management activities that can affect water resources. Examples of these outside forces include:

- Market prices,
- Upstream land uses and practices,
- State and federal rules and laws applying to industrial activities, pesticides, fertilizers, air quality, water quality, wetlands and other habitats, and
- Incentives, subsidies, commodity programs, crop insurance, and state and federal taxes.

Nevertheless, we need to work cooperatively with all stakeholders to apply best management practices within the county.

- **Based upon the assessment of background data and the Guiding Principles, a set of goals, objectives, and action items has been formulated for each Priority Concern.**

A number of funding sources including general tax levy, State funding sources such as Natural Resource Block Grants, and other grants from public and private sources will support implementation of the action items. Funding may be provided to cooperating agencies for actions such as research and monitoring. It should be noted that some of the action items will need to be funded through competitive State grants. If grants are not secured, the action items will be delayed, curtailed in scope, or considered for deletion from the plan in a future amendment.

## **Bicycle Master Plan – 2012**

### **Topic(s):**

Bicycle Transportation, Active Living / Health and Wellness

### **Author:**

Rochester-Olmsted Planning Department, prepared for Olmsted County Public Health Services and Rochester-Olmsted Council of Governments

### **Study Area:**

Rochester Area

### **Purpose:**

To identify strategies and actions that will improve conditions for all bicyclists and attract new users to both recreational riding and for routine daily travel needs including commuting, shopping or personal business.

### **Content:**

The introduction to the plan identifies the benefits of investing in bicycling and describes objectives for the plan (addressing network gaps, increasing access to destinations, improving support facilities, improving safety, encouraging and promoting the use of bicycles, and ensuring plan implementation). The plan provides a summary of existing bicycle travel and infrastructure as well as a description of stakeholder and community consultation. The plan establishes goals, objectives, benchmarks and performance targets. A bicycle infrastructure assessment evaluates the bikeway network and identifies opportunities to improve it while another chapter identifies key bicycle support infrastructure such as wayfinding and end of trip facilities. Complementing the infrastructure improvements, the plan identifies a series of education, encouragement and enforcement actions.

### **Key Findings:**

- Key Attractions/Destinations – Rochester Central Business District, high schools and higher education facilities, large employers, major retail centers, parks and community centers.
- Network Identification Principles – Existing trails provide strong backbone, topography is conducive, streets in older areas lacks place for dedicated facilities, barriers include bridges that lack space for bikes, facilities needed following major street network, excess capacity may exist on some streets, seek to serve different types of cycling ability where feasible; these principles were used to develop a Bikeway Network Classification Map.
- Existing Network – trails/paths (~100 miles), bike lanes (6 miles), signed bike routes (2.5 miles).
- Preliminary Improvement Recommendations – a series of area improvement maps identify potential bicycle facility types for each route on the Bikeway Network Classification Map. Amount of each facility type identified in a table, included below:

Corridors	Miles	Crossings	Locations
Signed Bike Route	29.84	Median Refuges	2
Bike Lanes	22.19	Two Stage Lefts	2
Sharrow Routes	11.02	Shared right Turns	12
Advisory Bike Lane	4.16	Intersection Markings	25
Bike Boulevard	2.97	Bicycle Boxes	2
Cycle Track	0.28	Ramp Markings	7
	-	Advisory Beacons	8
Path	41.79	HAWK	3
Trails	8.46	Grade Separation	4

Preliminary cost opinion: \$27.8 million

- Shared Roadway Improvements (Bike Routes/Sharrows) - \$1.159 million
- Bike Lanes (No Construction) - \$788k
- New Roadway Construction (Primarily Paths and Shoulder Upgrade) - \$9.95 million
- Off Road Construction (Primarily Trails and Grade Separation) - \$15.9 million
- Bicycle Support Infrastructure – Plan recommendations organized in following topics:
  - Maintenance, Bicycle Parking, Information Resources, Bikes on Buses, Rental/Repair
- Education/Encouragement/Enforcement – Plan recommendations organized in following topics:
  - Encourage biking for short trips, partner w business community, partner w educational institutions, assistance for inexperienced bicyclists, publicize/promote benefits of biking
- Safety and Security – Plan recommendations organized in following topics:
  - Improve facility safety, expand safety/skill training, raise safety awareness, effective enforcement and compliance, periodic assessment of safety and security issues
- Implementation – Given limited resources, an Action Matrix identifies (below) relative priorities among initiatives. Plan identifies potential funding sources and suggests plan would benefit from committed level of funding support for plan initiatives.

Table ES-3		1 <sup>st</sup> Priorities among New Activities
Partnerships for Plan Deployment		
		<ul style="list-style-type: none"> <li>Establish a <b>Bicycle Plan Coordinator</b> or <b>Coordination Team</b> to spearhead work related to implementation of the Bicycle Master Plan</li> <li>Work with the proposed Downtown Rochester <b>Transportation Management Association (TMA)</b> to deliver bicycle programs and services for travelers with downtown destinations</li> <li>Support the establishment of a Non-Profit Bicycle Advocacy Organization to provide a means for individuals motivated to actively work on implementation of the plan a forum to do so.</li> </ul>
Planning & Policy		
High Priority Planning Studies		<ul style="list-style-type: none"> <li>Chester Woods Regional Trail Connection Study</li> <li>4<sup>th</sup> Ave West Corridor Alternatives</li> <li>3<sup>rd</sup> St NW / West Circle Drive Crossing Alternatives</li> </ul>
Programming		<ul style="list-style-type: none"> <li>Utilize <b>Fact Sheets</b> &amp; other media to disseminate information about new bikeway network projects to the community, particularly those involving improvements types new to Rochester</li> </ul>
Development Policy		<ul style="list-style-type: none"> <li>Conduct a review of Land Development Regulations to identify possible changes that would advance implementation of the Bicycle Master Plan</li> </ul>
Programs and Promotion		
Safety & Education		<ul style="list-style-type: none"> <li>Complete a Rochester <b>Safe Routes to School Plan</b></li> </ul>
Information		<ul style="list-style-type: none"> <li>Develop a high quality Rochester area <b>Bike Map</b></li> <li>Develop a comprehensive "<b>Bike Rochester</b>" web site</li> </ul>
Encouragement Events		<ul style="list-style-type: none"> <li>Develop a <b>Commuter Support Program</b> for downtown Rochester in collaboration with a downtown TMA</li> <li>Develop an <b>Annual Bicycle Recognition Program</b></li> <li>Organize an <b>Annual Bicycle Summit</b></li> </ul>
Enforcement		<ul style="list-style-type: none"> <li>Expand efforts to educate cyclists about the rules regarding <b>sidewalk riding in Rochester</b> and the need for more visible <b>Bicycle Dismount Program</b>.</li> </ul>
Built Environment / Supporting Infrastructure		
Bicycle Parking		<ul style="list-style-type: none"> <li>Conduct a <b>Comprehensive Parking Survey</b> to quantify the location and availability of bicycle parking</li> </ul>
Wayfinding		<ul style="list-style-type: none"> <li>Complete deployment of the first phase of wayfinding signage along the River Trails System</li> </ul>
Bike Share		<ul style="list-style-type: none"> <li>Work with the Downtown TMA to investigate market for Bike Share system in Rochester</li> </ul>
Built Environment / Bikeway Network		
Bikeway Network Development		<ul style="list-style-type: none"> <li><b>Make Public consultation</b> a priority as part of the planning &amp; design process for all bikeway routes</li> <li>Assess the <b>balance of investment</b> between larger trail/path projects and smaller on-street signing or striping projects to determine how best to maximize bicycle network development given constrained resources</li> </ul>
Bikeway Maintenance		<ul style="list-style-type: none"> <li>Develop and deploy a <b>Bicycle Network Maintenance Request System</b></li> </ul>



## **Bike Friendly Community Applications**

### **Topic(s):**

Bicycle Transportation, Active Living / Health and Wellness

### **Author:**

City of Rochester, League of American Bicyclists

### **Study Area:**

City of Rochester

### **Purpose:**

To provide Rochester with a Bicycle Friendly Community designation recognizing current conditions and efforts and provide feedback for improved practices.

### **Content:**

This document includes the City of Rochester's application for recognition as a Bicycle Friendly Community as well as the response from the League of American Bicyclists (LAB). Application questions and LAB feedback are organized under the categories of engineering, education, encouragement, enforcement and evaluation/planning.

### **Key Findings:**

Rochester received a bronze level Bicycle Friendly Community Designation. The LAB response highlights the following existing efforts:

- Extensive shared-use path system
- Group of dedicated cyclists and companies like the Mayo Clinic and IBM
- Amendments to Rochester's comprehensive plan
- Adoption of the Downtown Bicycle Study & Plan
- Complete Streets policy and implementation guidance
- Training of police officers as League Cycling Instructors
- Excellent leadership from Blue Cross Blue Shield MN and IBM in creating Bicycle Friendly Businesses and a more Bicycle Friendly Community

The application reviewers identified six measures the city should take to improve cycling:

- Fully implement the comprehensive bike plan and continue to close gaps in the cycling network. Also, expand the encouragement, education, and enforcement programs to increase usage. Set an ambitious, attainable target to increase the percentage of trips made by bike in the city.
- Increase the amount of secure bicycle parking throughout the community – in addition implement a regulation that requires bike parking. See bicycle parking ordinances and

guidelines for Madison, Wisconsin and Santa Cruz, California Bicycle Parking Ordinances and guidelines for choosing racks.

- Increase the number of arterial streets that have wide shoulders or bike lanes. Continue to expand the bicycle network and increase network connectivity through the use of bike lanes, shared lane arrows and signed routes. On-street improvements coupled with the expansion of the off-street system will continue to increase use and improve safety. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.
- Continue to increase educational opportunities for motorists, children, and adults. Plans to expand Smart Cycling Classes and Bicycle Diversion Program in the Municipal Court system are excellent and should be complimented by more regular offerings for law enforcement personnel, potential bicycle commuters, students, professional drivers, and city staff.
- Expand the bicycling encouragement efforts throughout the year with more community ride(s)/events, mayor's ride(s), and encourage more local businesses to promote cycling to the workplace. The city itself should be the model employer. During Bike to Work Week set up a commuter challenge or bike to work pit stop. For more information on encouragement ideas please visit <http://www.bicyclefriendlycommunity.org/tech.htm> Olympia, Washington holds a Bike Commuter Contest during Bike Month and encourages people to participate in the month-long Contest to see who can ride the most number of days or miles in the month of May. The growth in participation has been stunning. Olympia also offers city employees a \$2 per day incentive for commuting by bike (as well as for walking, riding the bus or carpooling). Each year, approximately 50 to 60 of the City's 600 employees participate in the Bicycle Commuter Contest.
- Partner with local employers such as the Mayo Clinic and IBM to promote cycling during Bike Month and throughout the year. Consider forming a business partnership program that will use businesses as a tool to bring cycling to the community  
<http://www.cabq.gov/transit/business/business-partners>

## **Rochester Bike Share Feasibility Study and Business Plan – 2014**

### **Topic(s):**

Bicycle Transportation, Active Living / Health and Wellness

### **Author:**

Rochester-Olmsted Planning Department

### **Study Area:**

City of Rochester

### **Purpose:**

The technical analysis of bike share sought to address the following questions:

- Can Nice Ride support and sustain a satellite station-based bike share operation in Rochester?
- Is traditional, station-based bike share the appropriate tool for Rochester?
- Where could bike share operate most successfully?
- How much will a bike share system in Rochester cost?
- Who are potential sponsors/supporters of a bike share system?
- Are there other bike sharing models that are more appropriate for Rochester?
- What changes in public investment, urban amenities, and population/employment growth will help support future bike share operations?

### **Content:**

The plan explains the concept of bike sharing while also identifying new opportunities as a result of the Nice Ride Centers concept (see findings below). A heat mapping demand analysis identifies areas in the city with characteristics supportive of bike share. The plan also identifies barriers to success, including residential densities and bikeway network connectivity. The plan projects capital and operating costs and explores options for funding the system.

### **Key Findings:**

Urban, station-based bike share would provide another transportation option for downtown circulation trips and could make regional and local transit a more viable option for some commuters. However, a relatively small portion of Rochester – the downtown area – has characteristics that are most supportive of generating bike share trips. Potential user markets include the mobile resident and employee market (downtown employees and residents), visitor/tourists (64% of which are patients and their families visiting the Mayo Clinic), and active resident and employee market (recreation opportunities on the city's extensive trail network).

Like most bike share systems, bike share in Rochester would require operating subsidies from sponsorship or advertising or via employee subscription programs. The plan recommends implementing bike share in the downtown area first, if a sustainable funding plan can be

developed. The plan recommends working with local government partners, the Mayo Clinic, the DMCC/EDA and others to explore operational funding options, as well as exploring partnerships with local businesses/organizations to explore opportunities to minimize operating expenses.

Implementing the land use recommendations in the Downtown Master Plan could expand the utility and demand for bike share. The plan also recommends pursuing the Nice Ride Center-based bike sharing concept catered towards visitors or Mayo Clinic-based healthy living program participants.

## Public Bike Repair Stands Project – 2013

### Topic(s):

Transportation

### Author:

City of Rochester, Rochester-Olmsted Planning  
Department

### Study Area:

City of Rochester

### Purpose:

The purpose of the bike repair stands is to provide additional bike amenities to the bike infrastructure in Rochester. Bike repair stands contribute to the safety and reliability of recreation and commute trips. Easily accessible repair and pump equipment with Smartphone links to instructional repair procedures will help riders maintain their bikes and equipment at key points along the bike infrastructure network.

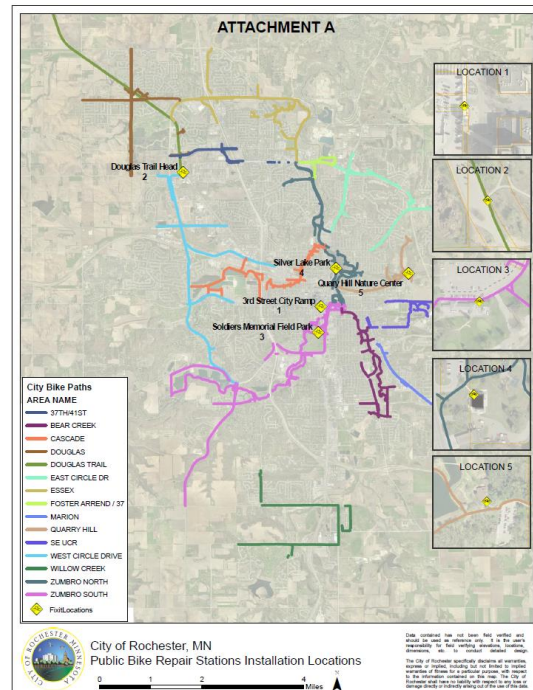
### Content:

This document identifies the location and jurisdiction where each of the five bicycle repair stands were to be installed by June, 2013. It includes a table of communication actions and timeline as well as a map showing the repair stations installation locations.

### Key Findings:

The City of Rochester Public Works Department, Rochester Park & Recreation, Rochester Public Transit and Rochester- Olmsted County Planning Department with funding from Active Living Rochester was able to purchase five (5) public bike repair stands from Dero, a bicycle infrastructure company located in Minneapolis. The public bike stands (Fixit) are full-featured stands which include the wrenches, screwdrivers, and air pump needed for basic bike maintenance and an attached Air Kit pump for tire inflation.

The locations for the public bike repair stands were chosen based on the criteria of frequently used location, publicly visible, connections to multiple trails, a location that could be safe from vandalism and easier to maintain. The locations chosen include a downtown 3rd St. city ramp near the bike parking, the parking lot of the Douglas Trail, Soldiers Memorial Field, Silver Lake Park and Quarry Hill Nature Center.



## **Complete Streets Policy - 2009**

### **Topic(s):**

Transportation, Active Living / Health and Wellness, Community Context

### **Author:**

City of Rochester

### **Study Area:**

City of Rochester

### **Purpose:**

To increase consideration of all modes in the planning and design of street projects.

### **Content:**

The resolution begins by identifying a series of goals (consider mobility of multiple modes, integrate multi-modal improvements in initial design rather to avoid expensive retrofits, recognize that streets establish the image of the city and that active living improves health, etc.) followed by a list of 10 items that comprise the Complete Streets policy.

### **Key Findings / Outcomes:**

A sample of elements in the ten pronged Complete Streets resolution includes:

- The city will seek to enhance safety, access, convenience and comfort of all users.
- Transportation improvements will include recognized complete streets elements.
- Early consideration of all modes in planning and design work is important for success.
- Bicycle, pedestrian, and transit facilities will be included in construction or repaving/rehabilitation projects except under identified conditions.
- Project development process will consider gaps or deficiencies in the network for various user groups to seek opportunities to address them through the project.
- Design of new or reconstructed facilities should anticipate likely future demand for bicycle, walking and transit facilities.
- City will maintain comprehensive inventory of bicycle and pedestrian infrastructure and aim to eliminate gaps.

## River Trails Wayfinding Signage Program - 2011

### **Topic(s):**

Transportation

### **Author:**

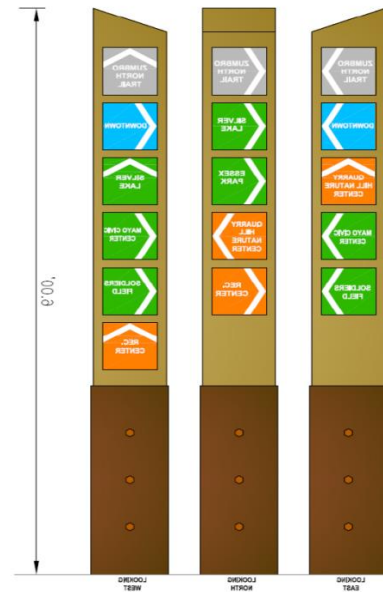
Olmsted County Public Health Services

### **Study Area:**

City of Rochester and Olmsted County

### **Purpose:**

Olmsted County has a vast network of trails that are largely used for recreation. Users for the most part do not use the trail system to get to destinations such as schools, parks, retail, work, etc. New signs and larger trailhead signs, which feature the full trail system map, help promote the county's wealth of trails and provide residents with tools to navigate trails as routes to get from one place to another.



### **Content:**

PPT presentation and summary flier identifying the process and results of this planning effort.

### **Key Findings / Outcomes:**

The comprehensive planning process included the following activities:

- Conducting an inventory of existing trail signs
- Researching signage used in other jurisdictions
- Leading community focus groups to collect input for content to include on signs
- Identifying areas needing signs
- Determining sign content, design, and identify materials
- Updating trail maps
- Installing signs
- Promoting new signs and raised awareness of the trail
- One year of planning and assessment resulted in the following:
  - Trail-head signs: 18
  - Way-finding signs: 54 posts and 475 signs
  - Mile-marker signs: 9 posts and 45 signs
  - Over 44 unique destinations are identified on the new signs
  - Signage connects 15 trail segments and identified 2 trail loops (over 40 miles)

## Rochester Truck Routes Map – 2007

### **Topic(s):**

Transportation

### **Author:**

City of Rochester

### **Study Area:**

City of Rochester and Olmsted County

### **Purpose:**

To identify designated truck routes.

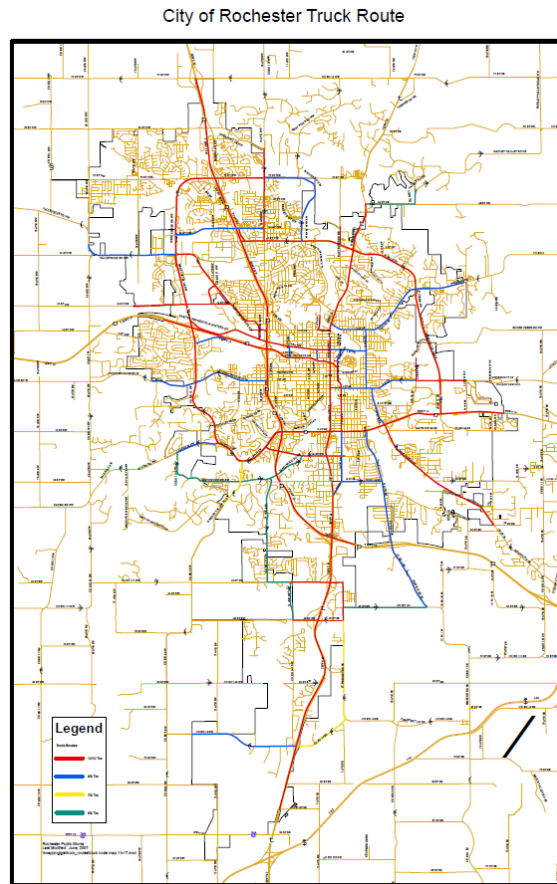
### **Content:**

Map of designated truck routes, organized by truck size (10/10 ton, 9/9 on, 7/9 ton, 6/9 ton)

### **Key Findings / Outcomes:**

Key truck routes include:

- THWY 63 / Broadway S
- THWY 52
- THWY 14
- Civic Center Dr NW
- 19 St NW
- THWY 52N
- E Circle Dr
- W Circle Dr NW
- Viola Rd NE
- 14 St NE
- 11 Ave NE / CO Rd 1 SE / Simpson Rd SE
- 15 Ave SE
- Marion Rd SE
- 4 St SE
- 7 St NW / 7 St NE
- Country Club Rd W
- Maywood Rd SW
- 18 Ave SW
- 45 St SE / CO Rd 101





## ROCOG 2040 Long Range Transportation Plan (Regional Transportation Plan) – 2010

### ROCOG POLICY DIRECTIONS

#### Topic(s):

Transportation

#### Author:

Rochester-Olmsted Council  
of Governments (ROCOG)

#### Study Area:

All of Olmsted County

#### Purpose:

To provide a comprehensive look at anticipated transportation system development in Olmsted County for the next 25 to 30 years.

<b>Resources</b>	• Establish Adequate and Stable Funding for Transportation
<b>Economic Competitiveness</b>	• Support regional industry and business; provide residents with high quality commercial transportation services
<b>Special Needs</b>	• Provide transportation services to meet the unique travel needs of the elderly, disabled and economically disadvantaged
<b>System Function / Structure</b>	• Meet mobility needs and demands safely, efficiently and effectively
<b>Stewardship</b>	• Manage systems to maximize effectiveness while minimizing impacts on fiscal, social, natural, built and economic environs
<b>Sustainable Settlement</b>	• Encourage Land Use Patterns which will maximize accessibility while minimizing the demand for vehicular travel
<b>Sustainable Travel Behavior</b>	• Encourage individuals to travel where feasible by means other than single occupant private automobiles
<b>Awareness and Education</b>	• Provide the information needed to make informed transportation choices
<b>Technology</b>	• Stimulate the application of new technology to the solution of transportation problems
<b>Governance</b>	• Support delivery of transportation service efficiently through effective government processes

#### Content:

The plan is divided into 16 chapters covering the topics identified in the following section. The final chapter summarizes the key actions and strategies recommended in each section of the plan.

#### Key Findings / Outcomes:

ROCOG area profile – Population in the planning area is expected to grow from 144k in 2010 to 189k in 2040; employment is projected to grow from 102,000 in 2010 to 150,000 in 2040. Regional commuters play a significant role in meeting labor force needs in Rochester.

Transportation system profile – There are 1800 centerline miles of highways and local roadways, with state roads comprising 10%, county roadways about 30%, and local roadways 60%. Roadway classification impacts funding and roadway management.

Planning and management initiatives – Reviews a range of existing planning efforts, including initiatives related to transit, walking, bicycling, freight, land use management and safety.

Transportation policy review – Identifies ten major policy directions to guide transportation decisions in support of regional development goals and quality of life objectives (see image).

Street/highway network plan – Includes a Functional Design Map to identify the function of each non-local street, a Street Design Map focusing on the physical features includes right-of-way width and typical cross sections, and a land use classification map to further tailor design to different land use environments. Chapter also includes a section on local street design.

Bicycle and pedestrian accommodations – An overview of existing conditions is followed by 42 strategies for planning, engineering, education, enforcement, encouragement and education to

be implemented by various levels of government to achieve the recommendations of the Long Range Plan. Section concludes with a summary of funding sources and estimated costs.

Bus and paratransit services – Complements the Rochester Transit Development Plan (5-7 year horizon) with a longer term vision that looks out to a 10-25 year timeframe, recognizing the transit recommendations in the Downtown Rochester Master Plan and Mobility Study.

Commercial transport services – Summarizes truck, air, and freight rail routes and needs. The plan identifies a set of corridors where upgrading 9 or 10 ton service should be considered.

Rail transit planning – Contains a recommendation for a rail/BRT feasibility/future directions study for the Greater Rochester area, and a study of downtown streetcar service analysis.

Network development priorities – Describes the major transportation network development priorities in the ROCOG Planning area recommended for implementation of the next 20-25 years. This chapter includes tables for Regionally Significant Projects and Locally Significant Projects, with each table broken down into three groups: Committed projects (2011-2015), Investment Priorities, and Illustrative Priorities.

Safety and security planning – Describes the Olmsted County Safety Plan, a data driven process used to understand leading contributing factors to crashes involving fatalities and serious injuries, and strategies involving both physical improvements and programs targeting motorist behavior. Also describes City of Rochester Safety Planning initiatives. This section includes 'Implementation Directions and Strategies' related to collaborations, education, enforcement, engineering and planning to advance the cause of safety in the ROCOG Planning Area.

Transportation systems management and operations – Describes strategies and actions to improve performance of the existing transportation network, relieve congestion, and improve safety. Key strategies are identified for Access Management, Level of Service Guidelines, and Capacity Preservation through Safety and Operations.

Travel demand management and sustainability - Describes existing travel demand management strategies, including those by the Mayo Medical Center and the City of Rochester, as well as related recommendations in the Downtown Mobility Plan. This chapter also describes plans and efforts that address concerns about sustainability, as well as a ROCOG Environmental Justice Strategy.

Long range plan financial assessment – Identifies a significant shortfall in funding to meet system preservation and improvement needs identified in the plan. The chapter indicates that the City of Rochester may have as much as 80% of needed funds available, but that its funding may be more variable since some funding tools are tied to private land development activity. The plan recommends five factors or management strategies to manage the gap between revenues and costs.

Plan implementation – The final chapter compiles the key actions and strategies recommended in the plan in summary form along with lists of specific planning and project development studies recommended for completion to address outstanding policy or program issues.

## Safe Routes to School Plan and Toolkit – 2013

### **Topic(s):**

Transportation,

### **Author:**

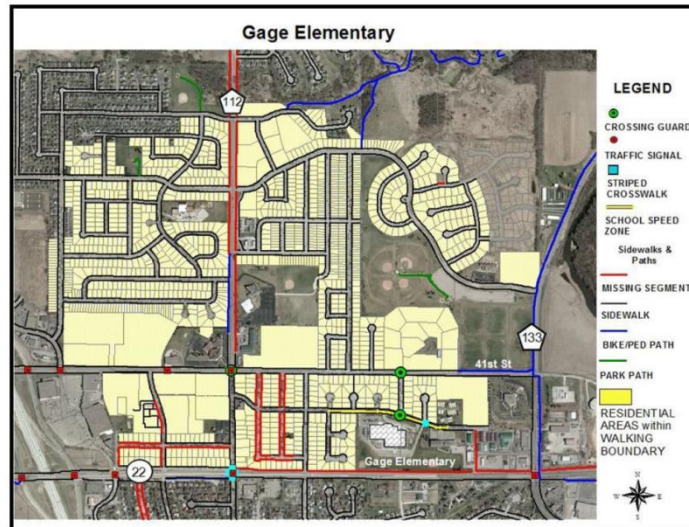
Rochester-Olmsted Planning  
Department

### **Study Area:**

City of Rochester

### **Purpose:**

To develop a comprehensive assessment of issues and needs for elementary and middle schools in Rochester and develop a coordinated action for Rochester School District.



### **Content:**

The Olmsted County website (<http://www.co.olmsted.mn.us/planning/projects/Pages/RochesterSafeRoutesToSchoolPlan.aspx>) contains a description of the Rochester Safe Routes to School Plan along with individual maps which identify gaps within the walking boundary to and from school for each elementary and middle school.

### **Key Findings:**

The project to develop a Rochester SRTS Plan sought the involvement of schools, parents and organizations at a grassroots level to improve conditions for children in grades K-8 who, along with their parents, choose to consider walking or biking for some or all of their daily trips to school.

A short survey was also conducted to help identify issues and needs for children who bike or walk to and from school within Rochester School District. More than 800 parents, teachers, and students participated in the survey to help the Rochester-Olmsted Planning Department understand their perspective on Safe Routes to School issues. The survey results are used in developing various strategies and toolkits for improving safety and accessibility for bicyclists and pedestrians around elementary and middle schools in Rochester area.

Individual maps for each elementary and middle school in Rochester were developed, which identify gaps within the walking boundary of school. A Four E's toolkit was developed to assist all elementary and middle schools.

## **Southeastern Minnesota Freight Rail Capacity Study Alternatives Analysis - 2013**

### **Topic(s):**

Rail Transportation, Freight

### **Author:**

Minnesota Department of Transportation

### **Study Area:**

City of Rochester, Olmsted and Dodge counties

### **Purpose:**

To evaluate the need and feasibility to mitigate and/or relocate the existing Dakota, Minnesota and Eastern Railroad (DM&E) freight rail line in Rochester to accommodate a potential increase in train traffic and address capacity, environmental, and safety concerns associated with the current route through the city's downtown. The project is intended to advance the study of reasonable and feasible alternatives, including improvements to existing infrastructure and consideration of a bypass around Rochester.

### **Content:**

Evaluation of impacts to affected communities and surrounding region, conceptual engineering and costs related to various design options, and strategies to mitigate identified impacts.

### **Key Findings:**

Four factors contribute to the need for the project:

- Projected increase in freight traffic on the existing rail line
- Potential capacity issues with future passenger rail traffic along existing corridor
- Accessibility considerations at grade crossings with increased rail activity
- Health, safety, and environmental considerations relative to increased rail activity

No single alternative emerged as a clearly preferred alternative. Each alternative mitigates at least some of the concerns that arise from increased train volumes on the existing alignment, but not without impacts to residents and landowners within the study area. The bypass alternatives mitigate in-town traffic and safety concerns with significant environmental impacts in the rural areas. The in-town options have traffic and safety concerns with fewer environmental impacts. Cost is therefore the primary quantifiable differentiator between alternatives. The bypass options range greatly in cost, but are all significantly more expensive than even the most expensive options that make use of the existing alignment.

The study identifies factors that would help mitigate the small but real risk of a train-related incident within the study area. The study states rail represents one of the safest methods of transporting hazardous materials and shifting local shipments to another mode such as trucks would not improve safety. The study recommends that local agencies work together to ensure

Hoisington Koepler Group Inc.  
Kimley-Horn and Associates Inc.  
Nelson\Nygaard Consulting Associates

preservation of the existing right-of-way into downtown Rochester due to the value of this asset as a multipurpose transportation corridor.

## Walk Friendly Community Application – 2012

### **Topic(s):**

Pedestrian Transportation, Active Living / Health and Wellness

### **Author:**

Walk Friendly Communities

### **Study Area:**

City of Rochester

### **Purpose:**

To provide Rochester with a Walk Friendly Community designation recognizing current conditions and efforts and provide feedback for improved practices.

### **Content:**

The Walk Friendly Communities 'Community Report Card and Feedback' acknowledges the work that Rochester has done to support walking and identifies strengths and opportunities for improvement organized under the following categories: community profile, status of walking, planning, education & encouragement, engineering, enforcement and evaluation.

### **Key Findings:**

Rochester was designated a Bronze level Walk Friendly Community. Reviewers were particularly impressed with the following:

- Engineering practices have led to an excellent network of pedestrian facilities, crossing treatments, and other amenities and there is an impressive network of trails.
- Education and encouragement campaigns including SEE.SAFE.SMART, Healthy Living Rochester and its Safe Routes to School programs.
- Policies to encourage streets for all users, including the Complete Streets policy and requirements to include sidewalks in new developments.

Key recommendations include:

- Hire a full or part time pedestrian coordinator to focus on walkability and pedestrian safety issues
- Develop an action plan to focus on some areas beyond the downtown core
- Launch a traffic safety unit within the Police Department to improve compliance with yielding and other laws related to pedestrians

Finally, the application organized recommendations and scored the city as being either 'walk friendly', 'on the right track', or 'needs attention' in the following categories:

- Walk Friendly: Engineering

- On the Right Track: Community profile, Status of walking, Planning, Education & Encouragement
- Needs Attention: Enforcement, Evaluation

## **Destination Medical Center (DMC) Development Plan – 2015 DRAFT (DMC Transportation Plan Summary)**

### **Topic(s):**

Downtown Access, Downtown Parking, Transportation Demand Management, Land Use Integration, Transit Circulation, Street Network Planning, Pedestrian and Bicycle Transportation

### **Author:**

Destination Medical Center Commission

### **Study Area:**

Portions of Downtown Rochester

### **Purpose:**

To establish a strategic business plan and framework to guide the implementation of the DMC Initiative. The Transportation Plan specifically sought to provide the connective fabric to tie the DMC vision together and spur economic development through investments fundamental to sustain quality access to downtown for workers and visitors and to move people within the downtown area.

### **Content:**

The Transportation Plan component of the DMC Development Plan includes an introduction with transportation principles for the DMC, an overview of current systems and best practices, a summary of local and regional transportation demand, and a district and regional improvement plan. Six investment strategies were developed as part of the district and regional improvements plan, including an access and parking strategy, transit strategy, streets strategy, active transportation strategy, wayfinding strategy, and regional improvements strategy. Additional detailed analysis and supporting information are located in four transportation appendices.

### **Key Findings:**

The DMC Transportation Plan developed strategies to accommodate growth in employment and visitation as well as support the DMC's goal to catalyze economic development. Key outcomes from the six investment strategies are summarized below:

- *Access and Parking Strategy:* A key part of this strategy is to establish a downtown transportation management association (TMA) called the Access Authority. The Access Authority would establish public-private partnerships focused on managing access and parking demand resulting in significant changes in commute mode behavior as well as cost savings and value benefits to public and private stakeholders. In order to accommodate greater demand for employment and visitor access while balancing the need to create a walkable and vital place, the DMC Development Plan assumes a shared parking approach—the simple concept of utilizing parking facilities jointly among different buildings or businesses in an area to take advantage of different peak parking characteristics. A shared parking approach to access planning reduces parking demand



in the DMC Development District by about 33% at plan buildout. Parked at current standards, the DMC development program will generate demand for about 38,000 new parking stalls downtown. Encouraging land uses that have different demand to share parking can reduce that demand to 23,000 stalls, roughly 17,000 accommodated in the DMC Development District. That equates to a reduction of in-downtown parking demand resulting in \$143 million to \$288 million in parking construction costs avoided, and reductions in annual operating costs.

- Another critical element of the Access and Parking Strategy that is woven into all other subsequent strategies is establishing a park once environment in the DMC. The park-once environment will be linked by a frequent downtown transit circulator that provides workers, residents, and visitors opportunity to park in or on the periphery of downtown and to move about without their car.
- *Transit Strategy:* The DMC transit strategy is multifold including:
  - A state of the art regional transit center (the Transit Terrace) that anchors the new Central Station neighborhood and provides downtown facilities to accommodate expanded commuter coach services (assumes operations will expand with increased workforce) and regional intercity coach service between the Twin Cities, Minneapolis –St. Paul International Airport (MSP), and Rochester.
  - This center is positioned to facilitate the potential for future rail access between the Twin Cities and Rochester, but the strategy is not dependent upon that use.
  - New downtown transit pathways that consolidate bus services on fewer streets, provide proximate access to employment centers, and include improved, climate controlled passenger facilities.
  - A modern streetcar circulator that provides high frequency, reliable connections between Saint Marys Place, Heart of the City, Downtown Waterfront, the Government Center, Barcelona Corner (residential neighborhood), Discovery Square, and Central Station (Transit Terrace). This is a critical element to implement the park once environment strategy.
  - Improved pedestrian access to transit and high quality transit stops and stations with weather protection and climate control.
- *Streets Investment Strategy:* The Streets Investment Strategy developed design principles and conceptual designs for key corridors in the DMC. Broadway, 2nd Street, Civic Center, 6th Street, as well as 1st, 2nd, 3rd, and 4th, Avenues are all streets considered for investment in the plan. Basic principles for street investments recommended in the DMC include:
  - Focusing design on movement and access for people, not cars, to ensure efficient people movement using a balanced system of modes.
  - Creating places for people to linger, relax, and enjoy a rich civic life.

- Designing streets, skyways, and subways to accommodate users of all ages and abilities, which is critical given the volume of visitors with a wide range of mobility needs, disabilities, and mobility challenges.
- Using private development to leverage improvements to the public rights-of-way.
- *Active Transportation Strategy:* The plan proposes a world class downtown-oriented pedestrian and bicycle trail system—branded as the City Loop—which will be designed to connect Rochester’s downtown to outlying neighborhoods and establish a connective greenway system throughout the downtown. The City Loop will be supported by a public bike share system operated by Nice Ride Minnesota, a world-class wayfinding system, a full service bike station, pedestrian enhancements along key downtown streets, as well as expansion and redesign of downtown’s protected pedestrian pathways (the subways and skyways).
- *Wayfinding Strategy:* The DMC Development Plan proposes a multimodal wayfinding system in the DMC Development District that reflects the future driven character of the Development District. The wayfinding system would maximize functionality for all types of users and simplify navigation approaches. The design of the system would create a recognizable family of multimodal wayfinding signs, establish distinct sub-district identities, and integrate emerging digital and marketing technologies.
- *Regional Improvements Strategy:* While the DMC initiative is focused on downtown Rochester, the Development Plan recommends supportive investment (not eligible for DMC funds) to ensure direct, affordable, and comfortable access for commuters; provide seamless connections to the Development District from points across the globe; and strengthen linkages between the DMC Development District and the Twin Cities. Recommended regional improvements include:
  - Implementing a regional park-and-ride network supported by high-end shelters and connecting commuter transit service
  - Establishing a regional commuter shuttle between Twin Cities and Rochester
  - Improving transit access to Rochester International Airport
  - Supporting regional high speed rail (i.e., ZipRail) through last mile connections and end-of-line facilities like the Transit Terrace

## **Rochester Transit Development Plan (TDP) – 2006**

### **Topic(s):**

Transit

### **Author:**

City of Rochester Public Works Department

### **Study Area:**

City of Rochester

### **Purpose:**

The objective of the study was to recommend service enhancements to the fixed route transit and demand-response systems. The TDP also included financial forecasts to indicate the magnitude of capital and operating costs as well as funding assistance necessary to expand transit service.

### **Content:**

Developed detailed state of the system report and recommended service standards and service changes to adhere to these new performance metrics.

### **Key Findings:**

The TDP consisted of several key deliverables including an existing condition report, several community and passenger surveys, peer review, service standards, route-by-route analysis, determination of service gaps, and a recommended service and financial plan. The TDP developed goals for the fixed route transit system, including:

- Provide an improved public transit system that is competitive with the private automobile
- Provide transportation services for those people who do not have - or are unable to use - a private automobile for transportation
- Increase ridership
- Ensure that transit is included and promoted in decision-making and the development of plans and policies affecting land use and transportation at all levels of government
- Achieve efficiency and economy in the delivery of service through continued evaluation and comparison of performance indicators and the development of innovative methods of service delivery

Key recommendations to achieve the plan's goals include the following:

- Several new growth areas were targeted for expanded or new service.
- Minor adjustments to route frequencies and service spans (i.e. select routes were slated for increased frequency during peak hours only)

- Addition of two new crosstown routes to serve a northern crosstown corridor and a southern crosstown corridor
- A new park-and-ride route was proposed in the western part of the City to serve a new commuter parking lot along West Circle Drive near Trunk Highway 14
- Options for new downtown transfer area improvements
- Several marketing and information recommendations including new route maps and route specific information materials

The changes to service were predicted to have a 13% increase in ridership after implementation.

## Neighborhood Traffic Management Program (NTMP) Handbook

### Topic(s):

Transportation

### Author:

City of Rochester

### Study Area:

City of Rochester

### Purpose:

The City of Rochester Neighborhood Traffic Management Program (NTMP) provides the framework and guidelines for selecting and prioritizing streets in neighborhood areas for the installation of neighborhood traffic management devices. These guidelines are to be used as the primary tool for developing effective neighborhood traffic management plans.

### Content:

This document defines the process for implementing neighborhood traffic management measures.

### Key Findings:

The program process is described in a flow chart found early in the document. It describes the process from a neighborhood filing a petition to participate in the NTMP, study findings indicating if the location meets the requirements for the NTMP, required neighborhood committee meetings, determination if there is enough support to move forward, determining measures to be taken, evaluating community support, and finally forwarding construction plans to City Council for final approval and financing plan.

The document indicates: The NTMP is designed as a multi-phase process, with Phase I focusing on education and enforcement activities. Where these measures prove to be ineffective in changing behavior, Phase II improvements involving engineering or traffic management measures with more significant costs will be considered. Phase II improvements generally will be installed on a temporary basis initially, with installation of permanent devices to follow upon a finding of positive results from the test trial.

#### NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM FLOW CHART

##### City of Rochester Neighborhood Traffic Management Program (NTMP)

Initiation of Neighborhood Traffic Management Request and Evaluation of Eligibility																	
Stage #1	<p><b>Neighborhood files a petition for an Initial Traffic Study</b></p> <p>PW review eligibility of the request to participate in the NTMP</p> <table border="1"> <tr> <td>If Yes</td><td>If No</td></tr> <tr> <td>Conduct an initial <i>Neighborhood meeting</i> to discuss the program and the next steps with the neighborhood residents.</td><td>Letter sent indicating the study findings and indicating the location does not meet the requirements for the NTMP.</td></tr> </table>	If Yes	If No	Conduct an initial <i>Neighborhood meeting</i> to discuss the program and the next steps with the neighborhood residents.	Letter sent indicating the study findings and indicating the location does not meet the requirements for the NTMP.												
If Yes	If No																
Conduct an initial <i>Neighborhood meeting</i> to discuss the program and the next steps with the neighborhood residents.	Letter sent indicating the study findings and indicating the location does not meet the requirements for the NTMP.																
Stage #2	<p><b>Neighborhood files a petition to initiate the NTMP Project</b></p> <table border="1"> <tr> <td>Traffic enforcement as needed</td><td>Educational efforts as desired by the neighborhood</td></tr> </table> <p><b>Neighborhood Committee meetings</b> to initiate education and enforcement efforts</p> <p>Evaluation of initial efforts</p> <p>Move to Stage #3</p> <p>Assess results of Stage #2 efforts to determine if traffic speeds/conditions are brought into compliance</p> <table border="1"> <tr> <td>If Yes</td><td>If No</td></tr> <tr> <td>The NTMP is considered at a conclusion.</td><td>Move to Stage #4</td></tr> <tr> <td>If the neighborhood desires to pursue additional treatments, the neighborhood will be responsible for all costs for permanent construction improvements.</td><td></td></tr> <tr> <td>END OF PROCESS</td><td></td></tr> </table>	Traffic enforcement as needed	Educational efforts as desired by the neighborhood	If Yes	If No	The NTMP is considered at a conclusion.	Move to Stage #4	If the neighborhood desires to pursue additional treatments, the neighborhood will be responsible for all costs for permanent construction improvements.		END OF PROCESS							
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If the neighborhood desires to pursue additional treatments, the neighborhood will be responsible for all costs for permanent construction improvements.																	
END OF PROCESS																	
Stage #3	<p><b>Hold Neighborhood Committee meetings</b> to determine if the community wishes to install temporary or permanent traffic calming measures (start of Phase II in the Handbook)</p> <table border="1"> <tr> <td>If Yes</td><td>If No</td></tr> <tr> <td>Determine ranking of projects annually for participation in the NTMP according to funding available.</td><td>END OF PROCESS</td></tr> </table>	If Yes	If No	Determine ranking of projects annually for participation in the NTMP according to funding available.	END OF PROCESS												
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Determine ranking of projects annually for participation in the NTMP according to funding available.	END OF PROCESS																
Stage #4	<p><b>Hold Neighborhood meeting</b> to determine if there is community support to move forward with a project and conduct survey for support.</p> <p>Evaluate the <i>neighborhood support survey</i> to see if the required community support level is achieved</p> <table border="1"> <tr> <td>If Yes</td><td>If No</td></tr> <tr> <td>Determine measures to be taken (temporary or permanent) and prepare plans for implementation</td><td>END OF PROCESS</td></tr> <tr> <td>Hold <i>Neighborhood meeting</i> to present final project plan, explain cost implications, and conduct survey for support.</td><td></td></tr> <tr> <td>Evaluate the <i>neighborhood support survey</i> to determine if the required community support level is achieved from the residents that would be responsible to pay a portion of the project construction costs.</td><td></td></tr> <tr> <td>If Yes</td><td>If No</td></tr> <tr> <td>Forward the NTMP construction plan to City Council for final approval and financing plan</td><td>END OF PROCESS</td></tr> <tr> <td>Proceed with the project implementation (temporary or permanent)</td><td></td></tr> <tr> <td>END OF PROCESS</td><td></td></tr> </table>	If Yes	If No	Determine measures to be taken (temporary or permanent) and prepare plans for implementation	END OF PROCESS	Hold <i>Neighborhood meeting</i> to present final project plan, explain cost implications, and conduct survey for support.		Evaluate the <i>neighborhood support survey</i> to determine if the required community support level is achieved from the residents that would be responsible to pay a portion of the project construction costs.		If Yes	If No	Forward the NTMP construction plan to City Council for final approval and financing plan	END OF PROCESS	Proceed with the project implementation (temporary or permanent)		END OF PROCESS	
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Proceed with the project implementation (temporary or permanent)																	
END OF PROCESS																	

## Broadway Avenue Signal Optimization Project – 2013

### Topic(s):

Transportation

### Author:

City of Rochester

### Study Area:

Broadway Avenue (between 37th Street N and US 52)

### Purpose:

To explore signal optimization strategies for the 24 signalized intersections including eight traffic signals within the downtown central business district (CBD). Broadway Avenue provides a complete north/south regional connection through the City of Rochester and is the primary north/south roadway for access into the downtown CBD.

### Content:

The study has five sections: Introduction (Section 1.0), Existing Conditions (Section 2.0), Signal Timing Optimization and Implementation (Section 3.0), Project Benefit Analysis (Section 4.0), Potential Improvement Measures (Section 5.0).

### Key Findings:

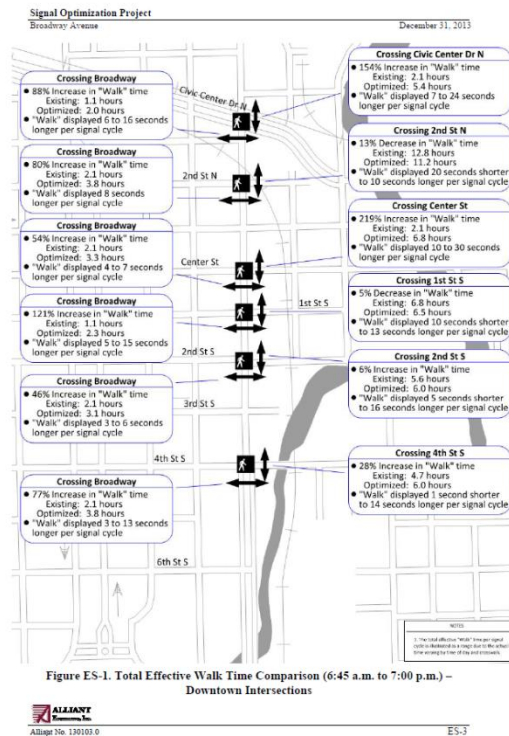
Below is a summary of expected project benefits with regards to the four project goals:

Goal 1: Review and update timing parameters.

- New pedestrian clearance intervals, yellow change and all red clearance intervals will be implemented and are in accordance with the latest edition of the MMUTCD.

Goal 2: Improve intersection traffic signal efficiency.

- On a daily basis, the overall network delay is estimated to be reduced by 3.5% during weekdays and 8.1% on weekends.
- Broadway Avenue is expected to benefit significantly (improving intersection efficiency and reducing motorist delay) by providing an array of optimized off peak cycle lengths and intersection splits to better match the varying volume demand throughout the corridor.



- Estimated 8% and 9.7% reduction in total vehicle stops expected during a weekday and weekend, respectively. Smoother vehicle flow results in reduced fuel usage and emission output.

Goal 3: Improve pedestrian access crossing Broadway Avenue in Downtown.

- With the implementation of pedestrian walk recall, rest in walk and dual coordination operation at the 4th Street S to Civic Center Drive intersections, the overall average pedestrian wait time is expected to be reduced by 6%.
- During peak 12 hours of pedestrian traffic (6:45 a.m. to 7:00 p.m.), optimized timing plans expected to increase the total amount of time “walk” symbol is displayed by 72%.
- Amount of additional “walk” time will vary by intersection, crosswalk and time of day; on average, “walk” symbol will be displayed between 5 - 11 seconds longer every signal cycle.

Goal 4: Reduce average vehicle speed traveling through Downtown (target average speed: 20 mph).

- By reprioritizing the intersection signal timing to give more pedestrian interval time to the approaches crossing Broadway Avenue, the direct trade off is less “green time” for Broadway Avenue motorists. As a result, an increase in delay, and reduction in average travel speed for motorists traveling on Broadway Avenue is expected.
- The change in average travel speed varies by direction and by time of day; however, the overall average speed reduction through Downtown is estimated to be 14%.

## Rochester International Airport Master Plan Update – 2009

### Topic(s):

Transportation

### Author:

City of Rochester

### Study Area:

Rochester International Airport and the  
local vicinity

### Purpose:

To provide specific details and guidance  
for future facility development of the  
airport to satisfy the aviation needs of the  
community and the region it serves.

### Content:

The plan includes an inventory of local data relevant to present conditions, provides a forecast of aviation demand over a 20 year planning period, identifies facility space requirements, identifies and evaluates alternatives to satisfy facility requirements, includes an implementation and capital funding plan, as well as an airport layout plan and economic impact analysis.

### Key Findings:

Rochester International Airport is equipped with two paved runways. A 2007 Terminal Area Forecast (TAF) projects very conservative growth in General Aviation and Air Carrier operations at 1 percent or less for each year during the forecast period. Rochester's forecast for operations is within 2 percent of the TAF for both the 2012 and the 2017 forecast year. Because flight frequency is currently available to add passengers to the existing schedule, as load factors increase, it would be most economical for carriers to increase aircraft size as opposed to adding additional flights. For these reasons, a significant increase in air carrier operations is not projected. For enplanements, Rochester has selected a growth rate that reflects conservative growth similar to the national domestic passenger growth (see figure above).

The plan identifies a number of deficiencies in the existing passenger terminal and its support facilities, though certain areas do meet the planning standards. Due to the building age and design, it would be difficult to modify current space allocations to correct these inadequacies.

The primary recommendation resulting from the analysis is the replacement of the airport passenger terminal building in the midfield location. Total project costs are estimated at approximately \$140 million dollars over 30 years. Approximately \$106 million dollars (or about 75 %) of the total is eligible for FAA funding and \$13 million dollars (or about 9 %) is eligible for Minnesota Department of Aviation funding. The remaining amounts are expected to be provided from a combination of PFCs, Airport earnings, public investment, and other sources.

Table 1-1  
Air Carrier Terminal Facility Space Requirements

	Existing 2007	Optimal 2007	PAL I 2012	PAL II 2017	PAL III 2027	Existing Shortfall
	Base Year		Forecast			
<b>ENPLANEMENTS</b>						
Annual Enplanements	156,071	156,071	195,219	200,145	210,375	-
Peak Month (9.2% of Annual)	14,359	14,359	17,319	20,545	22,470	-
Average Day (31 Days)	463	463	559	663	725	-
Peak Hour (52% of Average Day)	240	240	289	343	375	-
<b>OPERATIONS</b>						
Annual Scheduled Airline Operations	17,022	17,022	17,740	19,606	20,200	-
Number of Gates	6	6	7	7	7	-
<b>TERMINAL USE</b>						
Total Terminal Area (square feet)	55,683	57,546	70,365	74,412	75,805	1,863
Airline Space (square feet)	21,159	20,485	25,092	26,155	26,625	-
TSA Space (square feet)	3,319	7,524	9,783	9,883	9,943	4,205
Public Space (square feet)	23,143	19,740	24,440	26,810	27,410	-
Concession Space (square feet)	4,211	3,900	4,900	5,100	5,200	-
Airport Management (square feet)	2,719	1,966	2,050	2,155	2,209	-
Ticket Counter Length (linear feet)	75	83	100	107	107	8
Baggage Claim Length (linear feet)	182	86	108	113	117	-
Curbfront Length (linear feet)	250	367	459	483	495	117
Parking Spaces	1,100	1,184	1,514	1,704	2,181	84

Source: Reynolds, Smith and Hills Inc., 2008



Finally, the plan includes an Airport economic impact for the analysis year of 2007 of 2,911 jobs and \$161.5 million of annual spending. This annual spending consists of a payroll of \$73.3 million and local annual business expenditures of \$88.2 million. These values are represented by three types of impacts, as follows:

- On-Airport direct employment represents a full-time equivalent of 596 persons. These on-Airport jobs generate a payroll of \$17.4 million and the on-Airport organizations purchase approximately \$19.8 million of local goods and services per year.
- Visitors to the community that use the Airport generate some 632 jobs with a payroll of \$13.5 million. Additionally, these visitors support the spending of \$17.5 million within the community.
- Induced impacts (or the re-spending of dollars) by the on-Airport employment and air visitor spending created 1,683 jobs with a payroll of \$42.4 million in 2007. Local spending created by these jobs and results in another \$50.8 million of operating expenditures.

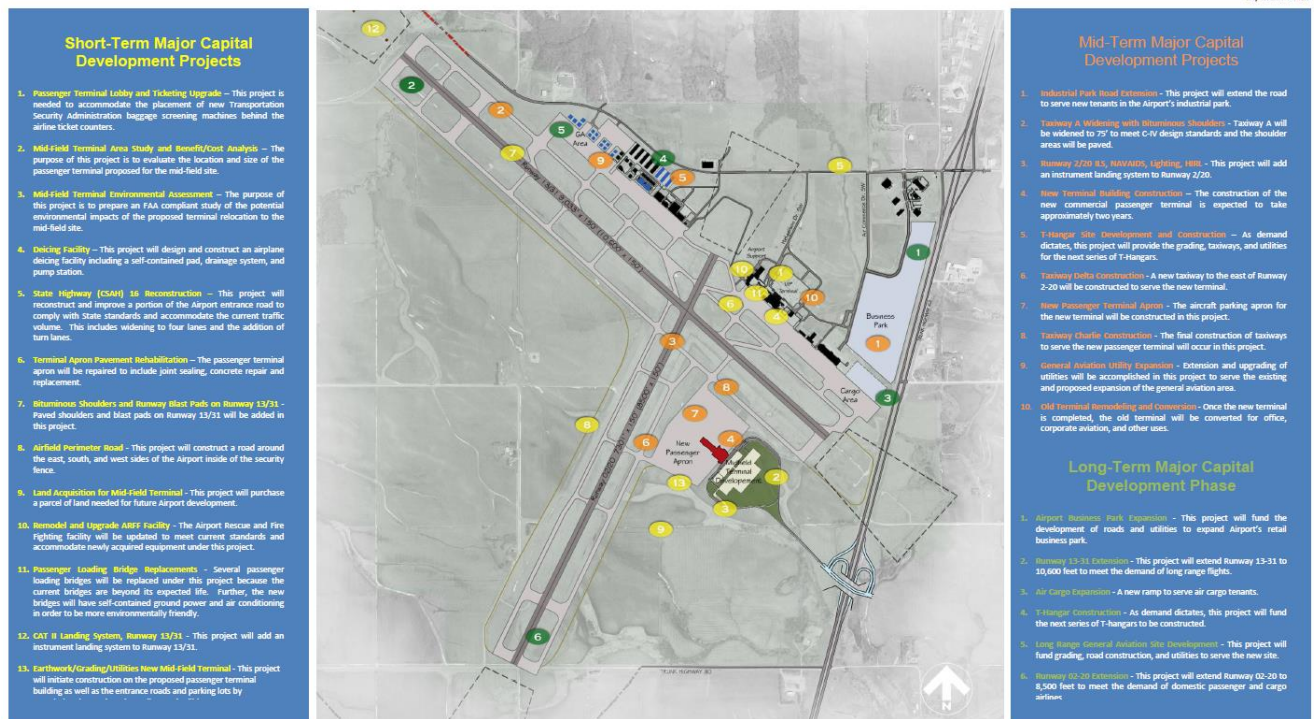


Figure 1-5  
Preferred Development Alternative

A separate Rochester International Airport Economic Impact Study (2009) identifies the following benefits:

- A total of 2,911 jobs (direct and indirect) are supported by Rochester International Airport.
- Jobs tied to the airport have an estimated annual payroll of \$73.3 million.

- Annual economic activity generated by the airport and activities they support totals \$161.5 million.
- It is estimated at least 75 percent of the airport's passengers are visitors to greater Rochester, rather than local residents traveling out of town.
- Percentage of air passengers associated with Mayo Clinic is estimated to be 60% or more.
- The airport itself spends approximately \$2 million per year on capital improvements. The investment of these funds represents an additional source of annual spending at the airport that helps stimulate the local economy.